

Technical Appendix to Pace 1987 Operating Program and 1987-91 Capital Program

RECEIVED

NOV 14 1986

Dept. of Transportation
Division of Public Transportation

TRANSPORTATION LIBRARY

MAR 10 2000

NORTHWESTERN UNIVERSITY



TRAN
HE
5268.C4
S941a
1987
app.

November 12, 1986



Technical Appendix to Pace 1987 Operating Program and 1987-91 Capital Program

RECEIVED

NOV 14 1986

Dept. of Transportation
Division of Public Transportation

TRANSPORTATION LIBRARY,

MAR 10 2000

WESTERN UNIVERSITY



TRAN
HE
5268.C4
S941a
1987
app.

November 12, 1986

26 C4

594/20

117

wp.



Board of Directors

Florence Boone
Chairman

Abner Ganet
Robert G. Goben
John Hausmann
Fred Marunde
Charles Panici
Vernon T. Squires
Chester Stranczek
Richard L. Verbic
Glenn Warning
Richard Welton
Charles Zettek

TABLE OF CONTENTS

	<u>Page</u>
Budget Assumptions.....	1
Budget Summary	2
Recovery Rate Determination.....	3
Budget Performance.....	4
Public Carriers Budget.....	5
Administrative Budget.....	8
Organization Chart.....	9
Staffing Schedule.....	10
RTA Funding Information.....	18
1987-1989 Three-Year Financial Plan.....	24
Cash Flow.....	29
New Service Requests.....	31
Paratransit Service Requests.....	41
1987-1991 Capital Program.....	43
Capital Budget.....	48
Capital Program Project Descriptions.....	51
Rolling Stock Report.....	55

1987 BUDGET ASSUMPTIONS

Inflation and Expense Assumptions

Preparation of the 1987 Operating Budget is based on the underlying assumption that inflation as measured by the consumer price index will average 3.5 percent over 1986 levels. This rate is in line with forecasts of inflation prepared by leading economic and financial institutions.

A partial list of these forecasts is provided below: ...

Annual Inflation Rate Estimates

<u>Data Source (Estimate Date)</u>	<u>1986</u>	<u>1987</u>
Blue Chip Consensus (6/10/86)*	2.1%	3.4%
Chase Econometrics (6/10/86)*	2.4%	3.7%
Citicorp (6/10/86)*	3.0%	5.1%
Data Resources, Inc. 2/86 *	3.2%	3.4%
UCLA Business Forecast (6/10/86)*	2.2%	3.8%

*Source: RTA 1987 Budget Material (7/11/86)

The 3.5 percent inflation rate has been used in all Pace forecasts except where existing costs or known circumstances indicated a different rate of growth. For example, higher rates expected in the area of renewals for private contract bus service are due to increased insurance liability costs.

Ridership and Revenue Assumptions

Fixed-route ridership is projected to decline by 5 percent (1.8 million trips) from 1985 to 1986 as a result of the fare increase implemented in February 1986 and the sharp drop in gasoline prices.

For 1987, ridership is expected to remain essentially at the projected 1986 level of 36.6 million passengers with limited growth resulting from completion of the 1986 new service program, and a 5 percent increase in paratransit ridership.

1987 farebox revenues are projected to increase by 3.2 percent (\$.6 million) due to residual fare increase growth of 1.0 percent, increased paratransit ridership, and revenues from the implementation of the 1986 new service program, which has an estimated farebox recovery level of 15 percent. In addition, it is estimated that Pace will experience some growth in revenue as a result of its marketing program.

General Assumptions

Carrier and Pace managerial input regarding expense requirements were given priority over general inflation and revenue assumptions. However, the Pace budget staff weighed these inputs with regard to the overall goal of the agency, and RTA requirements, adjustments were made where appropriate.

PACE
1987 BUDGET SUMMARY
 (000'S)

<u>SOURCE OF FUNDS</u>	<u>AMOUNT</u>
Sales Tax	\$36,188
Public Transportation Fund	9,760
Federal Operating Assistance	2,678
Other RTA Funds	1,064
Farebox Revenues	19,390
Other Income	560
Pace Fund Balance	<u>476</u>
TOTAL FUNDING SOURCES	\$70,116
 <u>USE OF FUNDS</u>	
Pace-Owned Carriers	\$19,988
Public Contract Carriers	18,789
Private Contract Carriers	5,830
Paratransit Services	5,200
Centralized Support	5,695
Fuel	2,700
Insurance	2,100
Administration	7,150
Grumman Repair Program	1,000
1986 & 1987 New Service Program	989
Mobility Limited Program	<u>675</u>
TOTAL FUNDING USES	\$70,116
 Surplus (Deficit)	 \$ 0 =====

PACE
1987 BUDGET
RECOVERY RATE DETERMINATION

<u>SYSTEM-GENERATED REVENUES</u>	<u>AMOUNT</u>
Pace-Owned Carriers	\$ 8,364
Public Contract Carriers	6,802
Private Contract Carriers	1,444
Paratransit Services	2,632
Interest and Other	560
1986, 1987 New Services	148

TOTAL SYSTEM REVENUES	\$19,950

<u>OPERATING EXPENSES</u>	
Pace-Owned Carriers	\$19,988
Public Contract Carriers	18,789
Private Contract Carriers	5,830
Paratransit Services	5,200
Administration	7,150
Fuel	2,700
Insurance	2,100
Centralized Support	5,695
1986, 1987 New Services	989
Grumman Repair Program	1,000
Mobility Limited Program	675

TOTAL OPERATING EXPENSES	\$70,116
Less Recovery Rate Exempt Items:	
Grumman Repair Program	\$(1,000)
Mobility Limited Program *	(675)
Capital Expenditures	(400)

TOTAL NON-EXEMPT EXPENSE	\$68,041
	=====

RECOVERY RATE CALCULATION

Total System Generated Revenue	=	\$19,950	=	29.32%
-----		-----		
Total Non-Exempt Expense		\$68,041		

* The state granted exemption expires December 31, 1986; the 1987 budget assumes the RTA board will grant a continued exemption.

1986 BUDGET VS ESTIMATED RESULTS
AND 1987 BUDGET
(000's)

	1986 BUDGET	1986 ESTIMATE	VARIANCE	1987 BUDGET	COMMENTS
<u>REVENUE</u>					
PUBLIC CARRIERS	\$15,866	\$14,923	(\$943)	\$15,166	\$100K from marketing efforts, residual revenue growth from 1986 fare increase.
PRIVATE CONTRACT CARRIERS	1,424	1,400	(24)	1,444	Residual revenue growth from 1986 fare increase.
PARATRANSIT SERVICES	2,655	2,424	(231)	2,632	6% ridership growth; increased local share.
OTHER	550	550	0	560	Stable interest income
1986 NEW SERVICE PROGRAM	0	0	0	73	Assumes 15% recovery ratio.
1987 NEW SERVICE PROGRAM	0	0	0	75	Assumes 15% recovery ratio.
	-----	-----	-----	-----	
TOTAL REVENUE	\$20,495	\$19,297	(\$1,198)	\$19,950	
<u>EXPENSES</u>					
PUBLIC CARRIERS	\$39,686	\$37,000	\$2,686	\$38,777	3.5% increase due to inflation; additional maintenance positions.
PRIVATE CONTRACT CARRIERS	5,836	5,700	136	5,830	Reduction in McHenry County contract services.
PARATRANSIT SERVICES	5,405	4,900	505	5,200	Increased maintenance and insurance costs.
ADMINISTRATION	6,233	6,227	6	7,150	Includes systems implementation; additional personnel.
FUEL	3,450	2,688	762	2,700	Assumes 4.5 million gallons at \$.60 per gallon.
INSURANCE	3,100	1,654	1,446	2,100	First year contribution to RTA combined risk pool.
CENTRALIZED OPERATIONS	4,835	4,682	153	5,695	Expanded marketing program; central purchases: filters,trans fluid,etc..
1986 NEW SERVICE PROGRAM	489	0	489	489	Carry-over FY86 program.
1987 NEW SERVICE PROGRAM	0	0	0	500	Annual program cost \$1.0 million; 1987 cost \$500k.
GRUMMAN REPAIR PROGRAM	0	0	0	1,000	Special fund for Gruman repairs; recovery exempt.
	-----	-----	-----	-----	
TOTAL EXPENSES	\$69,034	\$62,851	\$6,183	\$69,441	
FUNDING REQUIREMENT	\$48,539	\$43,554	\$4,985	\$49,491	
MOBILITY LIMITED PROGRAM	1,000	325	675	675	Carry-over of state program; Budget assumes recovery exempt.
	-----	-----	-----	-----	
TOTAL FUNDING REQUIREMENT	\$49,539	\$43,879	\$5,660	\$50,166	
	=====	=====	=====	=====	
RTA FUNDING	\$49,539	\$48,656	(\$883)	\$49,690	Per RTA; does not include capital local share.
BALANCE (FROM)/TO FUND BALANCE	\$0	\$4,777	\$4,777	(\$476)	1987 budget requires \$476,000 in service board reserves.
	=====	=====	=====	=====	
RECOVERY RATIO	29.69%	30.83%		29.32%	Achieves RTA mandate of 29.32% for 1987; Based on the following exemptions: \$1,000k Gruman repairs;\$400k systems capital;\$675k mobility limited expense.

PACE
1987 BUDGET
PUBLIC CONTRACT AND PACE-OWNED CARRIERS

	<u>REVENUE</u>	<u>EXPENSE</u>	<u>DEFICIT</u>
<u>PACE-OWNED CARRIERS</u>			
Pace North Division	\$ 663,000	\$ 2,265,800	\$ 1,602,800
Pace South Division	2,961,000	6,219,200	3,258,200
Pace Southwest Division	940,000	2,328,000	1,388,000
Pace West Division	3,800,000	9,000,000	5,200,000
Additional Maintenance	0	175,000	175,000
	-----	-----	-----
Sub-Total	\$ 8,364,000	\$19,988,000	\$11,624,000
 <u>PUBLIC CONTRACT CARRIERS</u>			
Aurora	\$ 520,000	\$ 1,733,400	\$ 1,213,400
Elgin	722,000	2,000,400	1,278,400
Highland Park	160,000	427,300	267,300
Joliet (JMTD)	627,000	2,500,000	1,873,000
Melrose Park	22,000	80,400	58,400
Niles	232,000	460,200	228,200
NORTRAN	4,059,000	10,680,800	6,621,800
Wilmette	460,000	906,100	446,100
	-----	-----	-----
Sub-Total	\$ 6,802,000	\$18,788,600	\$11,986,600
	-----	-----	-----
Grand Total	\$15,166,000	\$38,776,600	\$23,610,600
	=====	=====	=====

**PAGE - STURBAN BUS DIVISION
1987 OPERATING BUDGET
PUBLIC CONTRACT CARRIERS**

	Aurora	Elgin	Highland Park	Joliet	Melrose Park	Miles	Northbrook	Pace - North Division	Pace - South Division	Pace - West Division	Nest Division	Wilmette	Total All Carriers
Revenues													
Passenger	\$46,200	\$655,000	\$144,503	\$615,000	\$21,000	\$332,000	\$3,969,000	\$650,900	\$1,950,000	\$911,500	\$3,765,000	\$455,000	\$11,856,103
Other	31,800	67,000	15,497	12,000			90,000	12,100	11,000	28,500	35,000	5,000	309,897
Total Revenues	\$570,000	\$722,000	\$160,000	\$627,000	\$21,000	\$332,000	\$4,059,000	\$663,000	\$1,961,000	\$940,000	\$1,800,000	\$460,000	\$15,166,000
Expenses													
Operations													
Labor	778,000	881,240	217,066	1,022,674	40,114	250,000	4,589,398	1,049,675	2,898,150	1,197,282	4,181,691	\$24,420	17,629,710
Fringe Benefits	368,150	405,875	54,799	359,731	15,267	69,475	1,866,255	355,085	963,161	364,950	1,682,373	148,559	6,653,830
Services				4,700	23,543	1,000	220	3,830	35,850	1,500	10,561	2,100	81,304
Parts/Supplies	3,250	1,750	1,750	16,000		2,000	14,400	5,060	7,000	7,000	12,190	1,710	81,420
Other		16,450	225	400			65	400	12,556	1,300	2,060	500	31,956
Sub-Total	\$1,149,500	\$1,303,515	\$273,840	\$1,403,505	\$78,924	\$322,475	\$6,470,338	\$1,414,050	\$1,929,717	\$1,712,032	\$5,888,875	\$637,449	\$26,484,220
Maintenance													
Labor	216,500	178,598	37,919	303,071		62,000	3,299,501	339,300	889,467	296,211	1,167,862	96,046	4,876,855
Fringe Benefits	115,900	87,437	14,619	108,538		9,795	531,624	137,222	364,532	91,007	554,558	30,000	2,071,212
Services	10,000	41,075	1,500	22,800		4,000	39,012	2,390	49,000	2,500	22,131	20,000	216,428
Parts/Supplies	86,400	137,710	16,500	322,000		30,000	1,016,140	169,334	540,800	136,000	497,996	47,000	2,870,180
Other		11,130	18,000	600					1,000	150			30,880
Sub-Total	\$428,800	\$455,950	\$88,538	\$557,009	\$0	\$105,795	\$2,876,597	\$638,646	\$1,844,779	\$547,868	\$2,242,527	\$193,046	\$9,969,555
Non-Vehicle Maintenance													
Labor				31,590		86,312					56,390		174,297
Fringe Benefits				14,241		30,395					25,662		70,298
Services	20,300	28,700		3,000		66,500		1,070	30,800	13,000	16,502	1,600	119,422
Parts/Supplies	15,300	2,000						15,163	8,000	10,000	24,126	3,400	233,589
Other		1,000				11,000							12,000
Sub-Total	\$35,600	\$31,700	\$0	\$48,811	\$0	\$0	\$339,212	\$16,783	\$38,800	\$31,000	\$120,680	\$5,000	\$659,606
General Administration													
Labor	25,100	62,262	41,530	177,039		27,600	430,100	74,238	179,321	80,500	434,100	16,270	1,548,060
Fringe Benefits	9,175	21,252	14,110	26,392		4,360	115,420	17,365	52,061	30,600	89,104	3,793	431,632
Services	47,000	64,650	4,500	90,200		209,250	24,380	24,380	15,000	13,000	68,695	2,775	519,450
Parts/Supplies	2,100	2,360	100	10,000		60,000	13,150	13,150	3,600	3,600	20,500	1,640	128,650
Utilities	28,600	43,450	1,800	123,000		99,800	65,500	81,000	50,000	50,000	100,050	1,410	596,610
Other	7,525	15,050	2,880	14,024	1,475		80,015	11,735	61,522	7,400	35,469	4,675	241,790
Sub-Total	\$119,500	\$209,224	\$64,920	\$690,655	\$1,475	\$31,960	\$994,605	\$206,368	\$105,904	\$185,100	\$747,918	\$30,563	\$3,488,192
Total Expense	\$1,733,400	\$2,000,389	\$427,298	\$2,500,000	\$80,399	\$460,230	\$10,690,752	\$2,265,817	\$6,219,200	\$2,328,000	\$9,000,000	\$906,058	\$18,601,573
Operating Deficit	\$1,213,400	\$1,278,389	\$167,298	\$1,873,000	\$58,399	\$128,230	\$6,621,152	\$1,602,817	\$3,258,200	\$1,988,000	\$5,200,000	\$446,058	\$23,435,573

PACE - SUBURBAN BUS DIVISION
1987 OPERATING DATA
PUBLIC CONTRACT CARRIERS

	Aurora	Elgin	Highland Park	Joliet	McLrose Park	Niles	Northen	Pace - North Division	Pace - South Division	Pace - S'west Division	Pace - West Division	Wilmette	Total All Carriers
Total Vehicle Miles:	758,100	922,000	212,445	1,142,104	36,000	263,750	4,350,000	1,200,000	2,848,135	1,250,491	3,198,732	440,000	16,641,797
Total Vehicle Hours:	56,900	65,474	13,593	79,431	1,920	20,810	305,000	64,164	173,433	81,400	292,837	35,500	1,190,462
Ridership:	1,267,100	1,804,227	334,060	1,387,000	42,000	416,300	8,974,690	1,225,038	5,757,396	2,022,462	8,774,047	1,169,958	33,174,478
Peak Period Requirements:	18	19	4	25	2	7	106	21	56	28	79	14	379
Personnel Requirements:													
Operations	41.5	38.5	15.0	47.0	2.5	17.5	178.0	44.0	105.0	49.5	161.0	25.5	725.0
Maintenance	9.0	7.5	2.0	15.0		2.0	51.0	13.0	44.0	12.0	41.0	4.5	201.0
Non-Vehicle Maint.													
Administration	1.0	2.5	2.0	7.0		0.5	18.0	3.0	5.0	4.0	14.5	0.5	58.0
Total	51.5	48.5	19.0	71.0	2.5	20.0	250.0	60.0	155.0	65.5	217.5	30.5	991.0

PACE
1987 ADMINISTRATIVE BUDGET

The following table outlines Pace's administrative budget. The administrative budget provides for 111 positions at an estimated cost of \$7.1 million. Pace administration is responsible for managing all of the agency's central operations, including financial and capital assistance programs, central purchasing and marketing.

	<u>AMOUNT</u>
<u>LABOR</u>	
Salaries and Wages	\$3,409,000
Fringe Benefits	836,000

TOTAL LABOR	\$4,245,000
 <u>SUPPORT</u>	
Business/Travel Expense	155,000
Copy/Reproduction Supplies	150,000
Utilities	145,000
Other Support	135,000
Telephone	130,000
Office Supplies	116,000
Copy/Reproduction Rental	100,000
Training and Development	100,000
Printing/Other Services	100,000
Furniture and Equipment	80,000

TOTAL SUPPORT	\$1,211,000
 <u>SERVICES</u>	
Data Services	852,000
Audit	161,000
Building Maintenance	150,000
Temporary Help	130,000
Consulting	100,000
Other/Legal Services	83,000

TOTAL SERVICES	\$1,476,000
 SERVICE BOARD	 218,000

GRAND TOTAL	\$7,150,000
	=====



PACE
1987 STAFFING SUMMARY

AREA	POSITIONS	1987 EXPENSE
Office of the Executive Director	6	\$ 206,309
Internal Audit	5	146,542
General Attorney	4	115,248
Personnel	5	126,632
Safety	4	121,004
	---	-----
TOTAL	24	\$ 715,735
Bus Operations Department	13	293,878
Bus Operations Division	12	274,858
Maintenance Division	18	522,886
Operations Planning Division	8	230,822
Research Division	7	177,094
	---	-----
DEPARTMENT TOTAL	58	\$1,499,538
Finance and Administration Department	2	74,951
MIS Division	11	340,850
Administration Division	20	558,541
Finance/Accounting Division	18	473,055
	---	-----
DEPARTMENT TOTAL	51	\$1,447,397
Planning and Development Department	2	68,649
Capital Planning Division	6	206,801
Strategic Planning Division	4	111,160
Budget and Management Analysis Division	5	166,371
Paratransit Division	8	219,597
	---	-----
DEPARTMENT TOTAL	25	\$ 772,578
External Relations Department	7	171,317
Communications & Community Relations Division	4	116,154
	---	-----
DEPARTMENT TOTAL	11	\$ 287,471
GRAND TOTAL	169	\$4,722,719
	===	=====

PAGE

1987 STAFFING SCHEDULE

<u>TITLE</u>	<u>GRADE</u>	<u>SALARY RANGE</u>	<u>SALARY</u>
<u>INTERNAL AUDIT</u>			
CHIEF INTERNAL AUDITOR	14	\$35,966 - \$53,949	\$46,870
SENIOR AUDITOR	11	\$27,022 - \$40,533	\$31,000
AUDITOR II	09	\$22,332 - \$33,498	\$28,340
AUDITOR II	09	\$22,332 - \$33,498	\$22,332
ADMINISTRATIVE SECRETARY II	05	\$15,253 - \$22,880	\$18,000
<u>GENERAL ATTORNEY</u>			
TRIAL ATTORNEY	13	\$32,696 - \$49,045	\$39,121
ASSISTANT TRIAL ATTORNEY	11	\$27,022 - \$40,533	\$34,083
LEGAL ASSISTANT	07	\$18,456 - \$27,684	\$24,024
ADMINISTRATIVE SECRETARY I	04	\$13,866 - \$20,800	\$18,020
<u>OFFICE OF THE EXECUTIVE DIRECTOR</u>			
EXECUTIVE DIRECTOR		* *	\$75,000
SECRETARY TO THE BOARD	09	\$22,332 - \$33,498	\$27,786
ADMINISTRATIVE ASSISTANT	07	\$18,456 - \$27,684	\$23,070
EXECUTIVE SECRETARY	06	\$16,778 - \$25,168	\$19,166
PERSONNEL OFFICER	12	\$29,724 - \$44,586	\$38,900
EMPLOYMENT SPECIALIST	09	\$22,332 - \$33,498	\$29,160
BENEFITS SPECIALIST	08	\$20,302 - \$30,453	\$25,000
*PERSONNEL GENERALIST	07	\$18,456 - \$27,684	\$17,072
ADMINISTRATIVE SECRETARY I	04	\$13,866 - \$20,800	\$16,500
STAFF ATTORNEY	11	\$27,022 - \$40,533	\$27,599
SAFETY OFFICER	12	\$29,724 - \$44,586	\$38,331
ASSISTANT SAFETY OFFICER	10	\$24,565 - \$36,848	\$36,848
*SAFETY COORDINATOR	09	\$22,332 - \$33,498	\$20,657
SAFETY ANALYST	06	\$16,778 - \$25,168	\$25,168
EEO/DBE SUPERVISOR	11	\$27,022 - \$40,533	\$33,778

* * Established by Board of Directors

PAGE

1987 STAFFING SCHEDULE

<u>TITLE</u>	<u>GRADE</u>	<u>SALARY RANGE</u>	<u>SALARY</u>
<u>BUS OPERATIONS DEPARTMENT</u>			
DEPARTMENT HEAD - BUS OPERATIONS	15	\$39,563 - \$59,344	\$55,415
SUPERVISOR GRAPHICS & PRINT SVCS.	10	\$24,565 - \$36,848	\$36,848
SUPERVISOR REPROGRAPHIC SERVICES	08	\$20,302 - \$30,453	\$30,453
CARTOGRAPHIC SPECIALIST	07	\$18,456 - \$27,684	\$21,275
LAYOUT ARTIST	06	\$16,778 - \$25,168	\$17,850
SENIOR REPROGRAPHICS TECHNICIAN	06	\$16,778 - \$25,168	\$17,577
ADMINISTRATIVE SECRETARY II	05	\$15,253 - \$22,880	\$18,490
REPROGRAPHICS TECHNICIAN	05	\$15,253 - \$22,880	\$16,321
REPROGRAPHICS TECHNICIAN	05	\$15,253 - \$22,880	\$16,016
ADMINISTRATIVE SECRETARY I	04	\$13,866 - \$20,800	\$17,333
ADMINISTRATIVE SECRETARY I	04	\$13,866 - \$20,800	\$14,800
ADMINISTRATIVE SECRETARY I	04	\$13,866 - \$20,800	\$16,500
ADMINISTRATIVE SECRETARY I	04	\$13,866 - \$20,800	\$15,000
<u>BUS OPERATIONS DIVISION</u>			
DIVISION MANAGER - BUS OPERATIONS	13	\$32,696 - \$49,045	\$38,173
BUS OPERATIONS COORDINATOR	10	\$24,565 - \$36,848	\$25,725
CONTRACT CARRIER COORDINATOR	09	\$22,332 - \$33,498	\$30,927
*PROJECT MANAGER	09	\$22,332 - \$33,498	\$20,657
BUS OPERATIONS ASSISTANT	08	\$20,302 - \$30,453	\$29,271
SENIOR SERVICE MONITOR	06	\$16,778 - \$25,168	\$23,491
SENIOR SERVICE MONITOR	06	\$16,778 - \$25,168	\$23,048
BUS SERVICE MONITOR	05	\$15,253 - \$22,880	\$19,067
BUS SERVICE MONITOR	05	\$15,253 - \$22,880	\$17,360
BUS SERVICE MONITOR	05	\$15,253 - \$22,880	\$16,480
BUS SERVICE MONITOR	05	\$15,253 - \$22,880	\$15,406
BUS SERVICE MONITOR	05	\$15,253 - \$22,880	\$15,253
<u>MAINTENANCE DIVISION</u>			
DIV. MGR. MAINTENANCE & SERVICE	13	\$32,696 - \$49,045	\$40,326

PACE

1987 STAFFING SCHEDULE

<u>TITLE</u>	<u>GRADE</u>	<u>SALARY RANGE</u>	<u>SALARY</u>
<u>BUS OPERATIONS DEPARTMENT CONTINUED</u>			
<u>MAINTENANCE SECTION</u>			
*SECTION CHIEF - MAINTENANCE	12	\$29,724 - \$44,586	\$27,495
DIESEL MECHANIC TRAINING SPEC.	11	\$27,022 - \$40,533	\$33,696
CHIEF INSPECTOR	11	\$27,022 - \$40,533	\$33,180
MAINTENANCE SPECIALIST	11	\$27,022 - \$40,533	\$30,240
EQUIP SPECIFICATIONS SPECIALIST	10	\$24,565 - \$36,848	\$36,848
SENIOR PROJECT ANALYST	10	\$24,565 - \$36,848	\$36,848
BUS MAINTENANCE SPECIALIST	08	\$20,302 - \$30,453	\$28,407
INSPECTOR	08	\$20,302 - \$30,453	\$25,552
PARATRANSIT MAINT SPECIALIST	08	\$20,302 - \$30,453	\$25,378
BUS MAINTENANCE ASSISTANT	08	\$20,302 - \$30,453	\$22,373
DATA COORDINATOR	06	\$16,778 - \$25,168	\$16,778
<u>TECHNICAL SERVICES SECTION</u>			
PROJECT COORDINATOR TECH/SVCS.	10	\$24,565 - \$36,848	\$33,081
SENIOR ELECTRONICS TECHNICIAN	09	\$22,332 - \$33,498	\$30,708
ELECTRONICS TECHNICIAN	08	\$20,302 - \$30,453	\$30,020
ELECTRONICS TECHNICIAN	08	\$20,302 - \$30,453	\$24,011
ASSISTANT ELECTRONICS TECHNICIAN	06	\$16,778 - \$25,168	\$20,973
ASSISTANT ELECTRONICS TECHNICIAN	06	\$16,778 - \$25,168	\$18,120
<u>OPERATIONS PLANNING DIVISION</u>			
DIVISION MGR - OPERATIONS PLANNING	14	\$35,966 - \$53,949	\$47,707
SENIOR SCHEDULER	11	\$27,022 - \$40,533	\$32,504
SENIOR PROJECT MANAGER	09	\$22,332 - \$33,498	\$33,498
OPERATIONS PLANNER	08	\$20,302 - \$30,453	\$30,453
OPERATIONS PLANNER	08	\$20,302 - \$30,453	\$25,378
OPERATIONS PLANNER	08	\$20,302 - \$30,453	\$20,708
JUNIOR SCHEDULER	07	\$18,456 - \$27,684	\$21,574
SCHEDULE CLERK	05	\$15,253 - \$22,880	\$19,000
<u>RESEARCH DIVISION</u>			
DIVISION MANAGER - RESEARCH	13	\$32,696 - \$49,045	\$36,230
SENIOR RESEARCH ANALYST	10	\$24,565 - \$36,848	\$28,373
RESEARCH ANALYST	08	\$20,302 - \$30,453	\$25,485
RESEARCH PLANNER	08	\$20,302 - \$30,453	\$24,564
RESEARCH PLANNER	08	\$20,302 - \$30,453	\$21,723
RESEARCH ANALYST	08	\$20,302 - \$30,453	\$21,520
RESEARCH DATA COORDINATOR	04	\$13,866 - \$20,800	\$19,199

PACE

1987 STAFFING SCHEDULE

<u>TITLE</u>	<u>GRADE</u>	<u>SALARY RANGE</u>	<u>SALARY</u>
<u>FINANCE & ADMINISTRATION DEPARTMENT</u>			
DEPT HEAD FINANCE/ADMINISTRATION	15	\$39,563 - \$59,344	\$52,071
ADMINISTRATIVE SECRETARY II	05	\$15,253 - \$22,880	\$22,880
<u>MIS DIVISION</u>			
DIV MGR-MANAGEMENT INFO SERVICES	14	\$35,966 - \$53,949	\$49,680
SUPERVISOR-SYSTEMS & PROGRAMMING	11	\$27,022 - \$40,533	\$39,427
SENIOR PROGRAMMER ANALYST	10	\$24,565 - \$36,848	\$36,848
SENIOR PROGRAMMER ANALYST	10	\$24,565 - \$36,848	\$30,707
PROGRAMMER ANALYST	09	\$22,332 - \$33,498	\$28,000
*ASSOCIATE PROGRAMMER ANALYST	08	\$20,302 - \$30,453	\$18,780
<u>USER SERVICES SECTION</u>			
SECTION CHIEF - USER SERVICES	12	\$29,724 - \$44,586	\$41,069
INFORMATION SYSTEMS SPECIALIST	10	\$24,565 - \$36,848	\$26,000
COMPUTER OPERATIONS SUPERVISOR	09	\$22,332 - \$33,498	\$29,462
INFORMATION CENTER SPECIALIST	08	\$20,302 - \$30,453	\$22,500
COMPUTER OPERATOR	05	\$15,253 - \$22,880	\$17,975
<u>ADMINISTRATION DIVISION</u>			
DIVISION MANAGER - ADMINISTRATION	14	\$35,966 - \$53,949	\$52,026
RISK MANAGER	10	\$24,565 - \$36,848	\$36,848
INSURANCE ANALYST	08	\$20,302 - \$30,453	\$25,000
ADMINISTRATIVE SECRETARY I	04	\$13,866 - \$20,800	\$20,222
SECRETARY	03	\$12,606 - \$18,909	\$15,660
SECRETARY	03	\$12,606 - \$18,909	\$14,500
<u>PURCHASING SECTION</u>			
SECTION CHIEF - PURCHASING	12	\$29,724 - \$44,586	\$44,159
CONTRACT BUYER	10	\$24,565 - \$36,848	\$36,848
CONTRACT BUYER	10	\$24,565 - \$36,848	\$35,940
BUYER	08	\$20,302 - \$30,453	\$25,378

PACE

1987 STAFFING SCHEDULE

<u>TITLE</u>	<u>GRADE</u>	<u>SALARY RANGE</u>	<u>SALARY</u>
<u>FINANCE & ADMINISTRATION DEPARTMENT CONTINUED</u>			
<u>ADMINISTRATIVE SERVICES SECTION</u>			
SECTION CHIEF - ADMIN SERVICES	11	\$27,022 - \$40,533	\$29,700
OFFICE SERVICES COORDINATOR	09	\$22,332 - \$33,498	\$27,041
BUILDING MAINTENANCE SPECIALIST	09	\$22,332 - \$33,498	\$27,000
SENIOR OFFICE SERVICES CLERK	05	\$15,253 - \$22,880	\$19,080
SWITCHBOARD OPERATOR	05	\$15,253 - \$22,880	\$18,480
OFFICE SERVICES CLERK	04	\$13,866 - \$20,800	\$15,000
OFFICE SERVICES CLERK	02	\$11,460 - \$17,190	\$13,000
<u>CONTRACT ADMINISTRATION SECTION</u>			
SECTION CHIEF-CONTRACT ADMIN.	12	\$29,724 - \$44,586	\$40,082
FIELD INSPECTOR	10	\$24,565 - \$36,848	\$33,920
EEO/DBE SPECIALIST	09	\$22,332 - \$33,498	\$28,657
<u>CASH MANAGEMENT SECTION</u>			
SECTION CHIEF - CASH MANAGEMENT	12	\$29,724 - \$44,586	\$33,546
FINANCIAL ANALYST II	09	\$22,332 - \$33,498	\$24,119
FINANCIAL ANALYST I	08	\$20,302 - \$30,453	\$25,043
ADMINISTRATIVE SECRETARY I	04	\$13,866 - \$20,800	\$20,270
ACCOUNTING CLERK II	04	\$13,866 - \$20,800	\$15,501
<u>ACCOUNTING</u>			
DIVISION MANAGER - ACCOUNTING	14	\$35,966 - \$53,949	\$35,966
SENIOR FINANCIAL ANALYST	11	\$27,022 - \$40,533	\$40,300
SENIOR FINANCIAL ANALYST	11	\$27,022 - \$40,533	\$39,478
SENIOR FINANCIAL ANALYST	11	\$27,022 - \$40,533	\$33,778
FINANCIAL ANALYST II	09	\$22,332 - \$33,498	\$30,024
FINANCIAL ANALYST II	09	\$22,332 - \$33,498	\$29,899
FINANCIAL ANALYST I	08	\$20,302 - \$30,453	\$29,068
FINANCIAL ANALYST I	08	\$20,302 - \$30,453	\$20,929
FINANCIAL ANALYST I	08	\$20,302 - \$30,453	\$20,778
ACCOUNTING TECHNICIAN	05	\$15,253 - \$22,880	\$19,628
ACCOUNTING TECHNICIAN	05	\$15,253 - \$22,880	\$18,765
ACCOUNTING TECHNICIAN	05	\$15,253 - \$22,880	\$15,253
ADMINISTRATIVE SECRETARY I	04	\$13,866 - \$20,800	\$20,800

PAGE

1987 STAFFING SCHEDULE

<u>TITLE</u>	<u>GRADE</u>	<u>SALARY RANGE</u>	<u>SALARY</u>
<u>PLANNING & DEVELOPMENT DEPARTMENT</u>			
DEPT HEAD - PLANNING & DEVELOPMENT	15	\$39,563 - \$59,344	\$50,994
ADMINISTRATIVE SECRETARY II	05	\$15,253 - \$22,880	\$17,655
<u>CAPITAL PLANNING DIVISION</u>			
DIVISION MGR. - CAPITAL PLANNING	13	\$32,696 - \$49,045	\$46,181
ARCHITECT	12	\$29,724 - \$44,586	\$44,090
SENIOR PROGRAM COORDINATOR	10	\$24,565 - \$36,848	\$36,848
SENIOR GRANT ADMINISTRATOR	09	\$22,332 - \$33,498	\$29,068
SENIOR PLANNER	09	\$22,332 - \$33,498	\$28,928
GRANT DEVELOPER	07	\$18,456 - \$27,684	\$23,070
<u>STRATEGIC PLANNING DIVISION</u>			
DIVISION MGR.- STRATEGIC PLANNING	13	\$32,696 - \$49,045	\$38,690
STRATEGIC PLANNER	08	\$20,302 - \$30,453	\$30,453
PLANNING COORDINATOR	08	\$20,302 - \$30,453	\$24,717
ADMINISTRATIVE SECRETARY I	04	\$13,866 - \$20,800	\$17,300
<u>BUDGET & MANAGEMENT ANALYSIS DIVISION</u>			
DIV MGR. - BUDGET/MGMT ANALYSIS	14	\$35,966 - \$53,949	\$44,958
SECTION CHIEF-BUDGET/PLAN ANALYSIS	12	\$29,724 - \$44,586	\$37,446
SENIOR BUDGET ANALYST	10	\$24,565 - \$36,848	\$27,593
SECTION CHIEF - MGMT ANALYSIS	12	\$29,724 - \$44,586	\$36,000
MANAGEMENT ANALYST	09	\$22,332 - \$33,498	\$22,332
<u>PARATRANSIT DIVISION</u>			
DIV MGR. - PARATRANSIT & PLANNING	13	\$32,696 - \$49,045	\$42,500
SENIOR PROJECT MANAGER	10	\$24,565 - \$36,848	\$29,913
SENIOR PROJECT MANAGER	10	\$24,565 - \$36,848	\$28,660
*SPECIAL PROJECTS COORDINATOR	10	\$24,565 - \$36,848	\$22,594
PROJECT MANAGER	08	\$20,302 - \$30,453	\$27,000
PROJECT MANAGER	08	\$20,302 - \$30,453	\$26,930
PROJECT MANAGER	08	\$20,302 - \$30,453	\$25,500
ADMINISTRATIVE SECRETARY I	04	\$13,866 - \$20,800	\$16,500

PACE

1987 STAFFING SCHEDULE

<u>TITLE</u>	<u>GRADE</u>	<u>SALARY RANGE</u>	<u>SALARY</u>
<u>EXTERNAL RELATIONS DEPARTMENT</u>			
DEPARTMENT HEAD-EXTERNAL RELATIONS	14	\$35,966 - \$53,949	\$44,808
SUPERVISOR CONSUMER SVCS/SPCL PROJ	11	\$27,022 - \$40,533	\$28,373
LEGISLATIVE SPECIALIST	10	\$24,565 - \$36,848	\$26,530
CONSUMER SERVICES COORDINATOR	08	\$20,302 - \$30,453	\$20,302
PROJECT COORDINATOR	06	\$16,778 - \$25,168	\$17,000
SPECIAL PROJECTS COORDINATOR	06	\$16,778 - \$25,168	\$17,000
ADMINISTRATIVE SECRETARY II	05	\$15,253 - \$22,880	\$17,304
<u>COMMUNICATIONS & COMMUNITY RELATIONS DIVISION</u>			
DIVISION MGR.-COMM/COMMUNITY REL	13	\$32,696 - \$49,045	\$39,606
SENIOR PROJECT MANAGER	09	\$22,332 - \$33,498	\$32,024
PROJECT MANAGER	07	\$18,456 - \$27,684	\$24,914
PROJECT MANAGER	07	\$18,456 - \$27,684	\$19,610

NOTE:

* Position budgeted for nine months beginning April, 1987.

WHEREAS, Section 4.11 (a) of the Regional Transportation Authority Act, as amended, requires that the Regional Transportation Authority, on the basis of certain estimates of revenues to be received from the State and other sources: 1) Advise each Service Board of the amounts estimated to be available to it during the next fiscal year and the two following fiscal years and the times at which such amounts will be available; and 2) Advise each Service Board of the system generated revenues recovery ratio it is required to achieve for the next fiscal year; and

WHEREAS, Section 4.02 of the Act authorizes the RTA to apportion certain federal and state funds among the Service Boards as it shall determine;

WHEREAS, Section 4.11 (b) of the Act directs each Service Board to submit its proposed budget for the fiscal year and its proposed financial plan for the two following fiscal years in conformity with such actions by the RTA; and

WHEREAS, the Board of Directors has received estimates of federal and state funds available for expenditure for public transportation purposes in the metropolitan region in the fiscal years 1987, 1988 and 1989 and taken into account the needs for public transportation in the metropolitan region;

NOW, THEREFORE, BE IT ORDAINED by the Board of Directors of the Regional Transportation Authority:

SEPTEMBER 12, 1986

Section One - Estimate of Funds

The amounts shown in Exhibit A - Allocation of Funds of this Ordinance are estimated to be available from the respective sources for the Service Boards for the purposes shown in Exhibit A - Uses of Funds for fiscal years 1987, 1988 and 1989.

The times at which such amounts are estimated to be available are set forth in Exhibit B to this Ordinance.

Section Two - Recovery Ratios

The required system generated revenues recovery ratio for fiscal year 1987 for the respective Service Boards is:

<u>Chicago Transit Authority</u>	<u>Commuter Rail Division</u>	<u>Suburban Bus Division</u>	<u>System-wide</u>
51.20%	53.82%	29.32%	50.39%

Section Three

The Executive Director is authorized and directed to inform each of the Service Boards of the amounts, purposes, times and ratios no later than September 15, 1986.

Adopted by the Board of Directors of the
Regional Transportation Authority this

12th day of September, 1986.

Samuel K. Skinner
Chairman

Attest:

Edmund J. Wolff
Secretary

EXHIBIT A

1987 SERVICE BOARD FUNDING ALLOCATIONS
(Thousands of Dollars)

	CTA	CRD	SBD	TOTAL
Uses of Funds				
Operating Deficit	\$308,499	\$120,510	\$48,615	\$477,624
Capital Program				
UMTA Program (Federal & Local Share)				
Section 3	\$60,500	\$46,500	\$2,500	\$129,500
Section 9	\$62,400	\$37,650	\$16,200	\$116,250
RTA Program	\$9,500	\$11,295	\$1,400	\$22,195
Total Uses of Funds	\$460,899	\$215,955	\$68,715	\$745,569
Allocation of Funds				
RTA Funds				
Statutory Allocation				
Sales Tax	\$169,319	\$119,108	\$36,188	\$324,615
UMTA Section 9 Operating	\$44,767	\$4,555	\$2,678	\$52,000
Discretionary Allocation				
PTF	\$79,615	\$4,625	\$9,760	\$94,000
Sales Tax	\$14,057	\$0	\$1,629	\$15,686
Subtotal RTA Funds	\$307,758	\$128,288	\$50,255	\$486,301
Other Funds				
UMTA				
Section 3	\$60,375	\$34,875	\$1,875	\$97,125
Section 9	\$49,920	\$30,120	\$12,960	\$93,000
IDOT *	\$19,700	\$13,200	\$3,300	\$36,200
Service Board Fund Balance	\$23,146	\$9,472	\$325	\$32,943
Total Allocation of Funds	\$460,899	\$215,955	\$68,715	\$745,569

* IDOT's allocation of local share is based on their percentage participation in the FY 1986 program.

EXHIBIT A

1988 SERVICE BOARD FUNDING ALLOCATIONS (Thousands of Dollars)

	CTA	CRD	SBD	TOTAL
Uses of Funds				
Operating Deficit	\$300,321	\$117,896	\$47,938	\$466,155
Capital Program				
UMTA Program (Federal & Local Share)				
Section 3	\$75,110	\$47,915	\$6,475	\$129,500
Section 9	\$65,797	\$33,364	\$17,089	\$116,250
RTA Program	\$500	\$3,600	\$404	\$4,504
Total Uses of Funds	\$441,728	\$202,775	\$71,906	\$716,409
Allocation of Funds				
RTA Funds				
Statutory Allocation				
Sales Tax	\$177,785	\$125,063	\$37,997	\$340,845
UMTA Section 9 Operating	\$33,540	\$3,455	\$2,005	\$39,000
Discretionary Allocation				
PTF	\$89,805	\$0	\$8,895	\$98,700
Sales Tax	\$11,928	\$0	\$1,182	\$13,110
Subtotal RTA Funds	\$313,058	\$128,518	\$50,079	\$491,655
Other Funds				
UMTA				
Section 3	\$56,332	\$35,937	\$4,856	\$97,125
Section 9	\$52,638	\$26,691	\$13,671	\$93,000
IDOT *	\$19,700	\$13,200	\$3,300	\$36,200
Service Board Fund Balance	\$0	\$0	\$0	\$0
Total Allocation of Funds	\$441,728	\$204,346	\$71,906	\$717,980

* Assumes IDOT appropriations for local share remain at or near present funding levels. Allocation of local share is based on their percentage participation in the FY86 capital program.

EXHIBIT A

1989 SERVICE BOARD FUNDING ALLOCATIONS
(Thousands of Dollars)

	CTA	CRD	SBD	TOTAL
Uses of Funds				
Operating Deficit	\$309,299	\$120,364	\$48,517	\$478,180
Capital Program				
UMTA Program (Federal & Local Share)				
Section 3	\$75,110	\$47,915	\$6,475	\$129,500
Section 9	\$65,797	\$33,364	\$17,089	\$116,250
RTA Program	\$500	\$3,600	\$408	\$4,508
Total Uses of Funds	\$450,706	\$205,243	\$72,489	\$728,438
Allocation of Funds				
RTA Funds				
Statutory Allocation				
Sales Tax	\$186,675	\$131,316	\$39,897	\$357,888
UMTA Section 9 Operating	\$22,329	\$2,319	\$1,352	\$26,000
Discretionary Allocation				
PTF	\$95,668	\$0	\$7,967	\$103,635
Sales Tax	\$17,364	\$0	\$1,446	\$18,810
Subtotal RTA Funds	\$322,036	\$133,635	\$50,662	\$506,333
Other Funds				
UMTA				
Section 3	\$56,332	\$35,937	\$4,856	\$97,125
Section 9	\$52,638	\$26,691	\$13,671	\$93,000
IDOT *	\$19,700	\$13,200	\$3,300	\$36,200
Service Board Fund Balance	\$0	\$0	\$0	\$0
Total Allocation of Funds	\$450,706	\$209,463	\$72,489	\$732,658

* Assumes IDOT appropriations for local share remain at or near present funding levels. Allocation of local share is based on their percentage participation in the FY86 capital program.

CASHFLOW PROJECTIONS
(Thousands of Dollars)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
1987													
CTA	\$22,050	\$23,359	\$21,413	\$63,759	\$21,286	\$21,090	\$21,552	\$24,317	\$22,783	\$20,697	\$23,063	\$22,369	\$307,758
CRD	\$10,331	\$10,944	\$10,033	\$13,454	\$9,973	\$9,881	\$10,097	\$11,392	\$10,674	\$9,697	\$10,806	\$11,006	\$128,288
SBD	\$3,983	\$4,219	\$3,868	\$6,108	\$3,844	\$3,809	\$3,892	\$4,392	\$4,114	\$3,737	\$4,165	\$4,124	\$50,255
Total	\$36,364	\$38,522	\$35,314	\$83,321	\$35,103	\$34,780	\$35,541	\$40,101	\$37,571	\$34,131	\$38,034	\$37,519	\$486,301
1988													
CTA	\$23,880	\$25,329	\$25,892	\$53,731	\$22,631	\$22,421	\$22,912	\$25,852	\$24,220	\$22,004	\$24,520	\$22,666	\$313,058
CRD	\$10,631	\$11,276	\$10,191	\$12,444	\$10,075	\$9,981	\$10,200	\$11,508	\$10,782	\$9,796	\$10,916	\$10,718	\$128,518
SBD	\$4,059	\$4,347	\$3,929	\$5,470	\$3,884	\$3,849	\$3,933	\$4,437	\$4,157	\$3,776	\$4,207	\$3,991	\$50,079
Total	\$38,610	\$40,952	\$37,012	\$71,645	\$36,590	\$36,251	\$37,045	\$41,797	\$39,159	\$35,576	\$39,643	\$37,375	\$491,655
1989													
CTA	\$25,604	\$27,157	\$24,543	\$43,978	\$24,265	\$24,040	\$24,566	\$27,717	\$25,968	\$23,592	\$26,289	\$24,317	\$322,036
CRD	\$11,163	\$11,840	\$10,700	\$11,757	\$10,578	\$10,480	\$10,710	\$12,084	\$11,322	\$10,285	\$11,461	\$11,255	\$133,635
SBD	\$4,202	\$4,457	\$4,029	\$4,906	\$3,983	\$3,945	\$4,032	\$4,549	\$4,263	\$3,872	\$4,314	\$4,110	\$50,662
Total	\$40,969	\$43,454	\$39,272	\$60,641	\$38,826	\$38,465	\$39,308	\$44,350	\$41,553	\$37,749	\$42,064	\$39,682	\$506,333

NOTE: Cashflow estimates include RTA payments for the capital and operating budgets of the Service Boards and the allocation of UMTA Section 9 operating funds. Also included are the the local share funds required to match UMTA capital grants. Such grants are expected to be available for obligation in October of each year.

1987-1989 THREE-YEAR FINANCIAL PLAN

General

The following tables identify Pace's financial plan for 1987 through 1989. The Amended RTA Act requires the service boards to submit such a plan in addition to their annual programs and budgets. The plan must show a balance between the funding estimates provided by the RTA and the anticipated cost of providing services for the forthcoming and two following fiscal years. Pace's plan for 1987-1989 reflects such a balance while maintaining stable recovery performance.

In order to accomplish this balance, Pace will rely on prior year surpluses. These funds represent uncommitted reserves accumulated in 1984, 1985, and as projected for 1986. If these funds are committed to specific projects, Pace will adjust its Three-Year Financial Plan as required. Projections for 1988 and 1989 are based on the continuation of services and fare levels as established in 1986. No significant service expansions are included in the 1988 and 1989 projections.

The three-year financial plan is also supported by schedules of individual program costs. Major assumptions regarding inflation and ridership growth are identified below.

Assumptions

Inflation for 1987 is projected at 3.5 percent. This rate is expected to increase to 4.5 percent for 1988 and 1989. These projections are consistent with RTA's inflation forecasts as provided to Pace in July.

These rates were used as the basis for all expense growth, except where costs are related to existing obligations or known circumstances that would reflect a different rate of growth.

System-generated revenue growth is based on no additional ridership growth, with the exception of new services and paratransit which is expected to increase by 5 percent annually.

PACE
1987 - 1989
THREE YEAR FINANCIAL PLAN
AND FUND BALANCE
(000's)

	1986 BUDGET	1986 PROJECTED	1987 PROPOSED BUDGET	1988 PROJECTED	1989 PROJECTED
<u>REVENUES</u>					
<u>Public Funding</u>					
Sales Tax	\$ 34,759	\$ 34,369	\$ 36,188	\$ 37,997	\$ 39,897
Public Transportation Fund	10,297	10,053	9,760	8,895	7,967
Federal Operating Grant	2,940	2,701	2,678	2,005	1,352
Other RTA	543	533	1,064	1,182	1,446
Mobility Limited Grant	1,000	1,000	0	0	0
	-----	-----	-----	-----	-----
SUB - TOTAL	\$ 49,539	\$ 48,656	\$ 49,690	\$ 50,079	\$ 50,662
<u>Farebox Revenues</u>					
Public Carriers	\$ 15,866	\$ 14,923	\$ 15,166	\$ 15,166	\$ 15,166
Private Contract Carriers	1,424	1,400	1,444	1,444	1,444
Paratransit	2,655	2,424	2,632	2,763	2,901
New Service	0	0	148	223	223
Other Revenues	550	550	560	560	560
	-----	-----	-----	-----	-----
SUB - TOTAL	\$ 20,495	\$ 19,297	\$ 19,950	\$ 20,156	\$ 20,294
TOTAL REVENUES	\$ 70,034	\$ 67,953	\$ 69,640	\$ 70,235	\$ 70,956
<u>EXPENSES</u>					
Public Carriers	\$ 39,686	\$ 37,000	\$ 38,777	\$ 40,521	\$ 42,345
Private Contract Carriers	5,836	5,700	5,830	6,092	6,366
Paratransit	5,405	4,900	5,200	5,434	5,679
Administration	6,233	6,227	7,150	7,472	7,808
Centralized Support	4,835	4,682	5,695	5,951	6,219
Fuel	3,450	2,688	2,700	2,822	2,949
Insurance	3,100	1,654	2,100	2,195	2,294
1986, 1987 New Services	489	0	989	1,533	1,602
Grumman Repair Program	0	0	1,000	0	0
Mobility Limited Program	1,000	325	675	0	0
	-----	-----	-----	-----	-----
TOTAL EXPENSES	\$ 70,034	\$ 63,176	\$ 70,116	\$ 72,020	\$ 75,262
SURPLUS (DEFICIT)	\$ 0	\$ 4,777	\$ (476)	\$ (1,785)	\$ (4,306)
<u>FUND BALANCE</u>					
BEGINNING BALANCE	\$ 0	\$ 4,844	*\$ 9,621	\$ 9,145	\$ 7,360
SURPLUS (DEFICIT)	0	4,777	(476)	(1,785)	(4,306)
	-----	-----	-----	-----	-----
ENDING BALANCE	\$ 0	\$ 9,621	\$ 9,145	\$ 7,360	\$ 3,054
	=====	=====	=====	=====	=====

Notes:

* Beginning balance for 1986 of \$4,844,000 reflects unpaid surplus position from 1984 of \$3,184,000, plus uncommitted 1985 PBV of \$1,660,000.

PACE
1987 - 1989 PROGRAM COSTS
AND RECOVERY RATE DETERMINATION
(000's)

	1986 BUDGET	1986 PROJECTED	1987 PROPOSED BUDGET	1988 PROJECTED	1989 PROJECTED
Public Carriers					
Revenue	\$ 15,866	\$ 14,923	\$ 15,166	\$ 15,166	\$ 15,166
Expense	39,686	37,000	38,777	40,521	42,345
	-----	-----	-----	-----	-----
Deficit	\$ 23,820	\$ 22,077	\$ 23,611	\$ 25,355	\$ 27,179
Private Contract Carriers					
Revenue	\$ 1,424	\$ 1,400	\$ 1,444	\$ 1,444	\$ 1,444
Expense	5,836	5,700	5,830	6,092	6,366
	-----	-----	-----	-----	-----
Deficit	\$ 4,412	\$ 4,300	\$ 4,386	\$ 4,648	\$ 4,922
Paratransit					
Revenue	\$ 2,655	\$ 2,424	\$ 2,632	\$ 2,763	\$ 2,901
Expense	5,405	4,900	5,200	5,434	5,679
	-----	-----	-----	-----	-----
Deficit	\$ 2,750	\$ 2,476	\$ 2,568	\$ 2,671	\$ 2,778
New Service					
Revenue	\$ 0	\$ 0	\$ 148	\$ 223	\$ 223
Expense	489	0	989	1,533	1,602
	-----	-----	-----	-----	-----
Deficit	\$ 489	\$ 0	\$ 841	\$ 1,310	\$ 1,379
Administration	\$ 6,233	\$ 6,227	\$ 7,150	\$ 7,472	\$ 7,808
Centralized Support	4,835	4,682	5,695	5,951	6,219
Fuel	3,450	2,688	2,700	2,822	2,949
Insurance	3,100	1,654	2,100	2,195	2,294
Mobility Limited Expense	1,000	325	675	0	0
Grunman Repair Program	0	0	1,000	0	0
	-----	-----	-----	-----	-----
Subsidy Requirement	\$ 50,089	\$ 44,429	\$ 50,726	\$ 52,424	\$ 55,528
Less other revenues:	550	550	560	560	560
	-----	-----	-----	-----	-----
Net Subsidy Requirement	\$ 49,539	\$ 43,879	\$ 50,166	\$ 51,864	\$ 54,968
	=====	=====	=====	=====	=====
Summary					
System Generated Revenue	\$ 20,495	\$ 19,297	\$ 19,950	\$ 20,156	\$ 20,294
Total Operating Expense *	70,034	63,176	70,116	72,020	75,262
	-----	-----	-----	-----	-----
Operating Deficit	\$ 49,539	\$ 43,879	\$ 50,166	\$ 51,864	\$ 54,968
	=====	=====	=====	=====	=====
Recovery Rate	29.69%	30.83%	29.32%	27.99%	26.96%
*Includes recovery exempt amts:	\$1,000	\$575	\$2,075		

PACE
1987 - 1989 THREE YEAR FINANCIAL PLAN
VARIANCE FROM EXISTING RTA PLAN

1987 - 1989 Pace Financial Plan
As Included in RTA's Five Year Plan 1986 - 1990

<u>000's</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>
Revenue	\$21,498	\$23,516	\$25,731
Expense	\$72,141	\$75,361	\$78,184
Deficit	\$50,643	\$51,845	\$52,453
Recovery Rate	29.80%	31.20%	32.91%

1987 - 1989 Pace Financial Plan
As Presented by the Pace Board

<u>000's</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>
Revenue	\$19,950	\$20,156	\$20,294
Expense	\$70,116**	\$72,020	\$75,262
Deficit	\$50,166	\$51,864	\$54,968
Recovery Rate	29.32%	27.99%	26.96%

** Includes \$2.1 million in recovery exempt expenditures.

DISCUSSION OF VARIANCE

Revenue

Revenue projections in Pace's Three-Year Financial Plan are based on an assumption of no additional ridership growth except ridership gains attributable to new services and paratransit service which is expected to grow at 5.0 per cent. Farebox revenues for 1987 are projected at \$1.5 million less than RTA plan estimates due to the unexpected ridership loss in 1986, a result of increased fares and declining gasoline prices. In addition, the RTA plan provides for fare increases of 10 per cent in 1988 and 1989. The Pace forecast does not provide for any fare increases over the three year period. Adjusting for the unexpected ridership loss and RTA fare increase assumptions essentially eliminates the variance between the two plans.

Expense

Expense projections contained in Pace's present three year plan are \$2.0 million lower in 1987 than the existing RTA plan. This variance is attributable to favorable expense performance experienced in 1986 due to lower fuel prices, insurance costs, and a low rate of inflation. The actual inflation rate for 1986 is expected to be close to 2.0 per cent while a rate of 4.5 per cent was used in developing the 1986 budget.

In addition, 1987 expense projections in Pace's three year plan also include \$2.1 million in new initiatives and mobility limited costs not provided for in the existing RTA plan. 1988-1989 expense variances build upon the 1987 variance, Pace projections for expense growth reflect a growth rate of 4.5 per cent for 1988 and 1989. This is slightly less than the 5.0 per cent growth rate assumed in the existing RTA plan, but is consistent with RTA's current estimates.

PACE
PROJECTED CASH FLOW - 1987

The 1987 projected cash flow provides an estimate of Pace's revenue, expense and cash position on a monthly basis. Annual estimates are based on the budgeted totals contained in this document.

Pace
Projected Cash Flow - 1987
(000's)

	Jan-87	Feb-87	Mar-87	Apr-87	May-87	Jun-87	Jul-87	Aug-87	Sep-87	Oct-87	Nov-87	Dec-87	Total 1987
Beginning Balance	\$5,897	\$5,843	\$6,026	\$5,857	\$7,821	\$7,520	\$7,184	\$6,861	\$7,037	\$6,935	\$6,350	\$6,193	
<u>Revenues</u>													
Public Funding	\$3,983	\$4,219	\$3,868	\$6,108	\$3,844	\$3,809	\$3,892	\$4,392	\$4,114	\$3,737	\$4,165	\$4,124	\$50,255
Contract Revenues	\$120	\$120	\$120	\$120	\$120	\$120	\$120	\$120	\$121	\$121	\$121	\$121	\$1,444
Other Revenues	\$45	\$46	\$46	\$47	\$47	\$47	\$47	\$47	\$47	\$47	\$47	\$47	\$560
Total Revenues	\$4,148	\$4,385	\$4,034	\$6,275	\$4,011	\$3,976	\$4,059	\$4,559	\$4,282	\$3,905	\$4,333	\$4,292	\$52,259
<u>Expenses</u>													
Services	\$2,594	\$2,594	\$2,594	\$2,701	\$2,702	\$2,702	\$2,772	\$2,773	\$2,774	\$2,881	\$2,881	\$2,882	\$32,850
Centralized Support	\$873	\$873	\$874	\$875	\$875	\$875	\$875	\$875	\$875	\$875	\$875	\$875	\$10,495
Administration	\$596	\$596	\$596	\$596	\$596	\$596	\$596	\$596	\$596	\$595	\$595	\$596	\$7,150
Mobility Limited	\$56	\$56	\$56	\$56	\$56	\$56	\$56	\$56	\$56	\$56	\$56	\$59	\$675
Gruzman Repair Program	\$83	\$83	\$83	\$83	\$83	\$83	\$83	\$83	\$83	\$83	\$83	\$87	\$1,000
Total Expenses	\$4,202	\$4,202	\$4,203	\$4,311	\$4,312	\$4,312	\$4,382	\$4,383	\$4,384	\$4,490	\$4,490	\$4,499	\$52,170
Net Results	(\$54)	\$183	(\$169)	\$1,964	(\$301)	(\$336)	(\$323)	\$176	(\$102)	(\$585)	(\$157)	(\$207)	
Ending Balance	\$5,843	\$6,026	\$5,857	\$7,821	\$7,520	\$7,184	\$6,861	\$7,037	\$6,935	\$6,350	\$6,193	\$5,986	

PACE 1987 NEW SERVICE REQUESTS

All new service proposals submitted to Pace were analyzed by staff to determine which routes would produce the greatest number of riders and the highest farebox recovery ratio. Requests were received from various governmental agencies service providers, staff, and the public.

Each request was analyzed according to the service criteria adopted by the Pace Board of Directors. Requests with farebox recovery ratios estimated at 25 percent or greater were recommended for implementation and do not appear in the technical appendix. These proposals may be found in the 1987 Proposed Budget and Operating Program.

The following list of services, separated by county, were not recommended for implementation in 1987. These proposals have estimated farebox recovery ratios below 25 percent. The map that precedes this list of services identifies the Pace service area as well as the current route service categories.

COOK COUNTY

SERVICE MODIFICATIONS

<u>Route</u>	<u>Change</u>	<u>Projected Annual Ridership Increase</u>	<u>Annual Cost</u>
212	Sunday service	24,800	\$ 49,200
221	Extend to Kensington Center (Rush)	12,800	49,800
234	Extend to Kensington Center (Rush)	11,200	49,800
236	New route-Arlington Heights to River Rd. rapid transit	129,000	264,900
241	Improve headway to 30 minutes	25,200	49,800
301	Extend to Oakbrook weekday	70,600	144,000
301	30 minute headways Saturday	7,200	18,100
301	Sunday service	13,900	22,700
302	Eastbound AM service	5,100	29,600
305	Later service in evening	31,900	58,100
307	Half hour service until 10:00 PM	7,100	38,800
307	Hourly service to midnight	5,100	33,200
307	Extend all trips to Argo	17,900	62,800
315	30 minute headways midday-weekdays	51,300	88,600
315	30 minute headways Saturday	7,100	20,300
322	20 minute headways to Oakbrook (Rush)	123,400	155,000
325	Add hour of midday service	5,400	11,400

COOK COUNTY

SERVICE MODIFICATIONS (Contd.)

<u>Route</u>	<u>Change</u>	<u>Projected Annual Ridership Increase</u>	<u>Annual Cost</u>
330	Later weekday service	27,000	\$ 72,000
330	Add Saturday service	2,400	18,100
330	Add Sunday service	1,800	19,100
331	Later service north of Triton	30,900	57,300
353	Later evening service	4,600	10,300
354	Re-implement route	34,400	98,300
355	One later trip from Loop	4,600	20,400
357	Later service from Lincoln Mall	4,100	30,600
357	Express to Loop	70,100	344,300
357	Extend to Matteson	39,300	106,200
359	Extend to Roseland	29,300	62,600
359	Extend to Flossmoor/ Central Park	24,500	68,000
359	Saturday to South Suburban Hospital	9,200	40,900
359	Extend to 95th Street Rapid Transit	25,500	145,300
359	Sunday Service	9,500	19,600
370	Saturday Service	7,600	18,300
379	Saturday Service	9,100	18,500
380	Midday service	3,800	48,200
382	30 minute headway weekdays	27,800	109,600
383	Sunday service	9,300	16,500
384	Extend to Orland Park Place	22,700	115,300
384	Sunday service	10,700	31,600
385	30 minute headways weekdays	56,100	230,700
421	Extend to Glenview	43,400	84,600
605	Add bus - extend north to Schaumburg	5,600	37,100
695	New routing through Rolling Meadows	25,000	136,700

COOK COUNTY

NEW SERVICE PROPOSALS

<u>Proposal</u>	Projected Annual <u>Ridership</u>	Annual <u>Cost</u>
26th Street-Harlem to 54th Ave. CTA	79,100	\$ 144,000
River Rd.- Euclid to CTA rapid transit	53,000	134,500
Cicero-183rd to Lincoln Mall	54,300	137,800
Woodfield-Hoffman Estates (rush hour)	15,000	38,300
Burnham Ave./State Line to Glenwood	53,300	132,700
Wolf Rd. - Rt. 235	101,800	211,700
Hanover Park-Woodfield (All day)	24,200	93,000
Woodfield-Hoffman Estates (All day)	25,500	78,200
Randhurst-Harper	44,600	277,900
Glenwood-Loop Express	28,100	93,300
Glenwood Local Route	40,500	176,500
Glenwood Local Route - Saturday	5,600	23,300
University Park - Matteson	49,500	143,200
Matteson Local Route	17,600	64,600
Service North of Golf Mill	<u>44,100</u>	<u>59,800</u>
Cook County Total	1,726,300	\$4,894,500

DUPAGE COUNTY

SERVICE MODIFICATION

<u>Route</u>	<u>Change</u>	<u>Projected Annual Ridership Increase</u>	<u>Annual Cost</u>
666	Reverse service to Burr Ridge	31,100	\$ 6,200

NEW SERVICE PROPOSALS

<u>Proposal</u>	<u>Projected Annual Ridership</u>	<u>Annual Cost</u>
Hinsdale-Oakbrook	26,800	\$ 91,600
Yorktown-Woodfield	45,900	170,900
Hamilton Lakes-Roselle	7,700	38,800
Westmont-Oakbrook	3,800	38,800
Hanover Park	6,400	38,800
Southeast Naperville-Lisle	<u>3,800</u>	<u>47,500</u>
DuPage County Total	125,500	\$432,600

KANE COUNTY

SERVICE MODIFICATIONS

<u>Route</u>	<u>Change</u>	<u>Projected Annual Ridership Increase</u>	<u>Annual Cost</u>
542	Split into two routes		
	A - Weekday	68,900	\$126,000
	B - Weekday		
	A - Saturday	9,700	20,700
	B - Saturday		
801	Add weekday bus (three trips)	37,700	67,800
803	Split into two routes		
	A - Weekday	4,300	119,800
	B - Weekday		
	A - Saturday	1,700	20,800
	B - Saturday		

NEW SERVICE PROPOSALS

<u>Proposal</u>	<u>Projected Annual Ridership</u>	<u>Annual Cost</u>
South Elgin - Weekday	59,400	\$123,600
South Elgin - Saturday	10,300	21,000
Randall Road-West Chicago - Weekday	14,000	125,800
Randall Road-West Chicago - Saturday	2,700	23,800
Fermilab via Kirk Rd. - Rush	40,500	108,700
Kane County Total	249,200	\$758,000

LAKE COUNTY

SERVICE MODIFICATIONS

<u>Route</u>	<u>Change</u>	<u>Projected Annual Ridership Increase</u>	<u>Annual Cost</u>
561/2	Run separate on Saturday	2,400	\$ 17,600
562	Extend to Lakehurst weekdays	18,900	122,000
565	Extend to Lakehurst	43,600	111,800
565	Saturday service to Lakehurst	6,100	17,700
565	Extend to Lakehurst serve Grandwood peak only	13,300	49,000
568	Later service to Lakehurst	22,700	28,400
569	Extend to Lake County Health Department	29,600	101,600
570	Add early afternoon service	1,500	10,200
570	Add two earlier afternoon trips	3,300	20,600
571	Service to Winthrop Harbor	19,100	52,100

NEW SERVICE PROPOSALS

<u>Proposal</u>	<u>Projected Annual Ridership</u>	<u>Annual Cost</u>
Buffalo Grove-Hawthorn	23,000	\$ 71,200
Lakehurst-Hawthorn (Sunday)	3,000	27,100
Wheeling-Hawthorn	22,700	71,200
Lake Zurich-Barrington-Crystal Lake	21,700	134,500
Buffalo Grove-Northbrook Court	70,100	179,300
Lake County Total	301,000	\$1,014,300

McHENRY COUNTY

No additional service requests

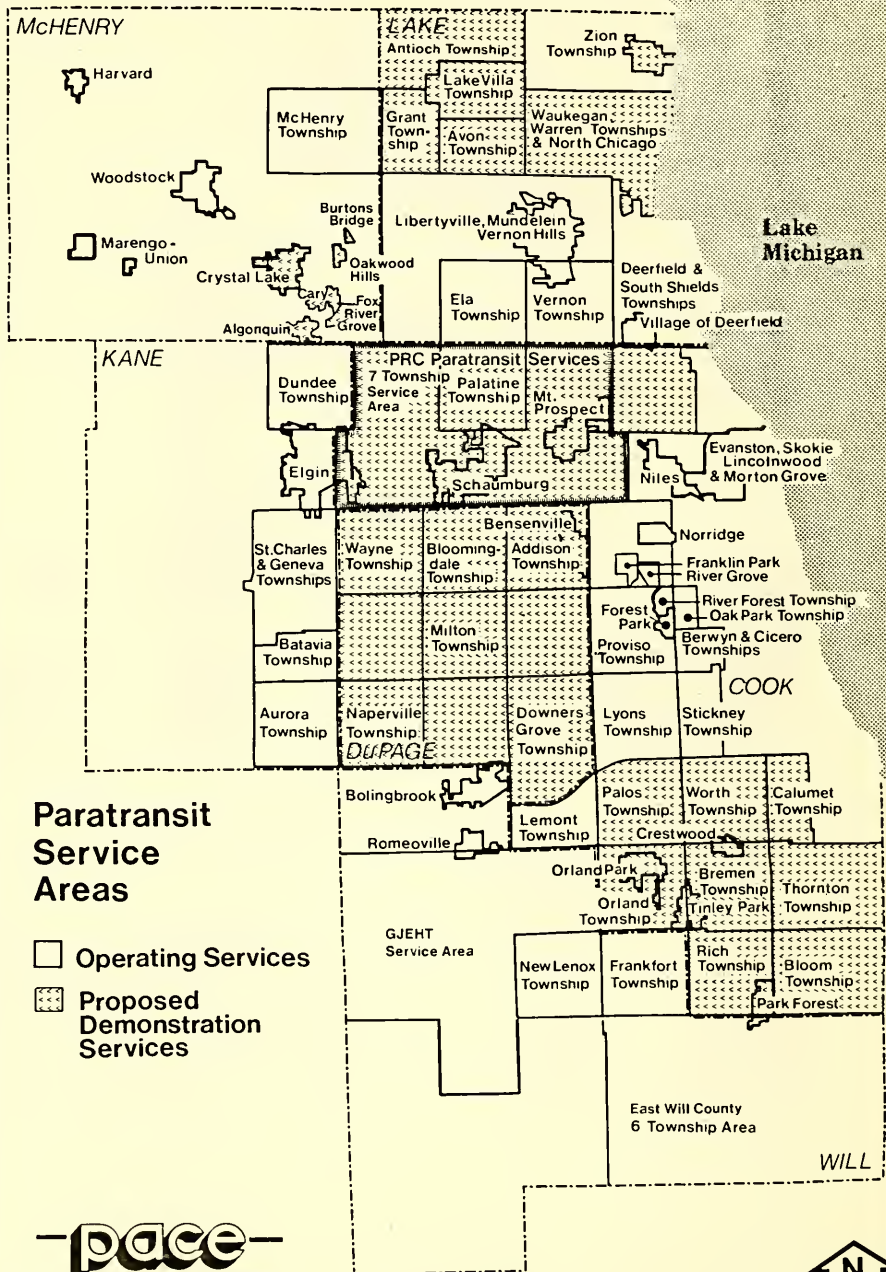
WILL COUNTY

SERVICE MODIFICATIONS

No service modifications

NEW SERVICE PROPOSALS

<u>Proposal</u>	<u>Projected Annual Ridership</u>	<u>Annual Cost</u>
Bolingbrook to Hines/Loyola Medical Centers via Stevenson	9,700	\$ 116,300
Beecher to Chicago Heights	21,200	85,600
Monee to Joliet	22,200	105,800
Wilmington to Joliet	<u>25,000</u>	<u>99,700</u>
Will County Total	78,100	\$ 407,400
GRAND TOTAL	2,480,100	\$7,506,800



Paratransit Service Areas

- Operating Services
- ▨ Proposed Demonstration Services



9/86



PARATRANSIT SERVICE REQUESTS

Pace received numerous funding requests for new or expanded paratransit projects. However, these requests could not be filled because of Pace's budget limitations. In some cases, the requests were not supported by commitments of local share funding.

<u>Community</u>	<u>Request</u>	<u>Estimated Annual Ridership/ Ridership Increase</u>	<u>Annual Pace Cost</u>
<u>Cook County</u>			
Blue Island	New	8,400	\$ 18,900
Evergreen Park	New	8,400	18,900
Hanover Township	New	15,000	25,000
Hazel Crest	New	8,400	18,900
Joseph P. Kennedy School	New	7,500	16,875
Leyden Township	New	12,500	28,125
Oak Forest	New	6,000	13,500
Oak Lawn	New	6,000	13,500
Proviso Township	New	60,000	135,000
Riverside Township	New	7,500	16,875
Robbins	New	7,500	16,875
Schaumburg Township	New	20,000	45,000
Berwyn/Cicero	Expansion	6,500	14,625
Evanston/Skokie	Expansion	1,200	4,800
Franklin Park	Expansion	1,600	3,600
Orland Park	Expansion	6,250	14,063
Rich Township	Expansion	2,800	6,300
Schaumburg	Expansion	23,000	51,750
Stickney Township	Expansion	4,000	9,000
Thornton Township	Expansion	12,000	27,000
Worth Township	Expansion	4,500	10,125
Total Cook		229,050	\$508,713
<u>DuPage County</u>			
Addison	New	8,400	18,900
Lisle Township	New	15,000	25,000
Winfield Township	New	8,400	18,900
York Township	New	12,500	28,125
Naperville Township	Expansion	3,500	7,875
Total DuPage		47,800	\$ 76,300
<u>Kane County</u>			
Elgin Senior Services	New	12,500	28,125
Hampshire/Hampshire Twp.	New	8,400	18,900
Sugar Grove	New	8,400	18,900
Total Kane		29,300	\$ 65,925

PARATRANSIT SERVICE REQUESTS

<u>Community</u>	<u>Request</u>	<u>Estimated Annual Ridership/ Ridership Increase</u>	<u>Annual Pace Cost</u>
<u>Lake County</u>			
Cuba/Wauconda Townships	New	8,400	18,900
Newport Township	New	8,400	18,900
Waukegan Township	New (Taxi)	5,000	11,230
Ela Township	Expansion	3,000	6,750
Libertyville	Expansion	<u>3,500</u>	<u>7,875</u>
Total Lake		28,300	\$ 63,675
<u>McHenry County</u>			
Village of Cary	New	6,000	\$ 13,500
Richmond Township	New	12,500	28,125
McHenry Township	Expansion	8,500	19,125
Woodstock	Expansion	<u>5,000</u>	<u>11,250</u>
Total McHenry		32,000	\$ 72,500
<u>Will County</u>			
Peotone	Expansion	<u>8,500</u>	<u>19,125</u>
Total Will		8,500	\$ 19,125
GRAND TOTAL		374,950	\$805,738
		=====	=====

PACE 1987-91 CAPITAL PROGRAM

OVERVIEW

The following Capital Program Appendix details the 1987 Suburban Bus Capital Projects. An overview of the capital needs for the following four years is also included. Due to the reduced funds available in 1987, Pace is forced to postpone necessary bus purchases until later program years. Pace is hopeful that additional funds will be made available that would remedy this situation and assure the smooth operation of the suburban bus system.

Pace already has a tremendous investment in assets including six fully owned garages and the added and scheduled improvements of several others. The rolling stock fleet includes over 500 fixed route buses and over 120 paratransit buses. Other assets supporting the operation include bus stop signs, passenger shelters, garage maintenance equipment, supervisory vehicles and the Pace Administrative Building. The Capital Program purpose is to support the bus operation by purchasing new equipment as additional demand warrants it, and replacing obsolete and overaged equipment when necessary.

The 1987-91 Pace Capital Program reflects the minimum needs of the agency necessary to support the suburban bus system. It is critical that capital funds are available to maintain this system. A large investment in capital assets has already been made. The growth of the suburban bus system and overall ridership gains are the payoff. The current challenge is to maintain the bus operation by completing the garage program, replace rolling stock as necessary, purchase and install passenger amenities such as signs and shelters, and properly maintain support equipment.

1987-1991 PROGRAM SUMMARY

Garage Program

The analysis and planning for the suburban bus garage facilities has been an ongoing effort for Pace and before that RTA. The Suburban Bus Storage and Maintenance Facilities Plan, completed in 1981, has served as a guide for the garage construction program. A status report of the Pace garage program follows:

NORTRAN. A second story addition and the renovation of first floor administrative offices is near completion.

Wilmette. The construction of an addition to the existing facility for the storage and maintenance of the Wilbus fleet of 19 vehicles is near completion.

PACE 1987-91 CAPITAL PROGRAM

1987-1991 PROGRAM SUMMARY - (Cont.)

Aurora. Pace is negotiating with the City of Aurora to lease land in order to expand the existing Aurora Garage. Additional capital funds will be needed to complete this project.

West Division. The construction of this new state of the art facility is scheduled for completion and dedication in October, 1986. Upon completion, it will accommodate up to 125 vehicles.

South Division. This new state of the art facility, which will accommodate up to 85 vehicles, is under construction. Completion is scheduled in spring, 1987.

North Division. A new facility to accommodate up to 36 vehicles in the Pace North Division fleet is under construction. Completion is scheduled in spring, 1987.

Elgin. The design for a new garage to accommodate 32 vehicles has been completed. Construction is scheduled to begin in spring, 1987.

Joliet. Construction is nearing completion on the remodeling and addition to the existing facility for the Joliet fixed route service. The construction of paratransit offices within the Joliet garage is scheduled to begin in 1987. The Joliet facility will store and maintain up to 56 fixed route and paratransit vehicles.

North Shore. Engineering and design for this facility will be completed in early 1987 with construction to begin in the spring. Upon completion, this facility will accommodate up to 50 vehicles.

Funds will be sought in 1987 and 1988 to complete construction of the North Shore, Northwest Cook and Aurora garages. The Central Maintenance Facility will complete the Garage Program. This project is scheduled in 1989-1991.

Rolling Stock

The five year rolling stock program calls for the purchase of 424 fixed route and 149 paratransit vehicles. This will involve the replacement of most of the fleet during this period. The fixed route buses being replaced are buses that have reached at least twelve years, and nine to eleven year old Grumman Flexibles that have extensive structural and mechanical problems. Given the severe problems with the

PACE 1987-91 CAPITAL PROGRAM

1987-1991 PROGRAM SUMMARY - (Cont.)

Grumman's, Pace would like to replace these buses immediately. Additional capital funds are being pursued for this purpose. Paratransit vehicles are replaced based on mileage or reaching four to seven years of age, depending on whether the vehicle is a van type or heavy duty small bus.

Maintenance Equipment

The purchase of maintenance equipment to support the garage operations is an ongoing activity. Garage managers provide information detailing maintenance needs. The replacement of equipment and purchase of new equipment are scheduled to enhance the fleet maintenance program. Service and supervisory vehicles are replaced at the end of their useful life.

Passenger Amenities

Pace market research has shown that there is a need for more information regarding the suburban bus system. In order to meet this need, Pace is greatly enhancing its bus stop signage program. The purchase and installation of 45,000 signs in the next five years is planned. The purchase of bus shelters is scheduled in the last four years of the Program. Shelters will be concentrated at route pulse points and other high ridership points. Bus turnarounds provide a convenient loading and waiting point for buses and passengers. Funds are included in the 1988-91 program for turnarounds.

CAPITAL PROGRAM EVALUATION PROCEDURE

The 1987 Capital Program is the result of an analysis of the requirements to maintain the suburban bus system. Requests submitted by citizens, elected officials, transit operators and staff recommendations are considered and evaluated. The criteria used to evaluate the projects are as follows:

- 1) Contributes to a safe and reliable transit system.
- 2) Adherence to a replacement cycle for components of the system such as rolling stock.
- 3) Upgrade system components that are overaged and worn out in order to provide operating efficiency.
- 4) Provide necessary new facilities and renovate existing structures.

PACE 1987-91 CAPITAL PROGRAM

CAPITAL PROGRAM EVALUATION PROCEDURE - (Cont.)

The Evaluation procedure determines whether the project supports one or more of the above criteria. Another important factor that is considered is whether the project has been adequately defined and can be completed in a timely manner. Where possible, projects are phased over more than one year in order to obtain maximum benefits from the available funds. The final step in the evaluation is based on the projected availability of funds. Because of the shortage of funds necessary to replace fixed route buses, alternatives are included within Project Element 1801 in the event that additional capital funds are available.

1987 CAPITAL PROGRAM HIGHLIGHTS

Below is a brief description of the major elements of the 1987 Capital Program.

- o Construction of the North Shore Garage Facility - \$2,500,000
This project will complete construction of the North Shore Garage. This garage will alleviate the overcrowding at the current Nortran garage.
- o Purchase up to 85 Fixed Route Buses - \$12,750,000
This project includes the replacement of 30 overaged GMC buses and the early retirement of 55 Grumman Flexibles. If more funds become available, additional Grummans will be included for early retirement.
- o Purchase Associated Capital (engines, transmissions, etc.) and Maintenance Equipment - \$2,214,925
This equipment will be purchased consistent with the Pace preventive maintenance program. A major benefit of scheduled maintenance is higher equipment performance and improved reliability of service. Most of the items are necessary for routine bus maintenance such as floor scrubbers, hydraulic jacks and fork lifts. Other items provide greater operating efficiency and safety such as hydraulic wheel removers and pallet trucks.
- o Passenger Amenities - \$100,000
The purchase and installation of up to 5,000 bus stop signs is an integral element of the Pace Marketing Plan. These signs will inform passengers of bus stop locations and provide pertinent route information.

PACE 1987-91 CAPITAL PROGRAM

1987 CAPITAL PROGRAM HIGHLIGHTS - (Cont.)

A complete description of the individual project elements follows the budget tables.

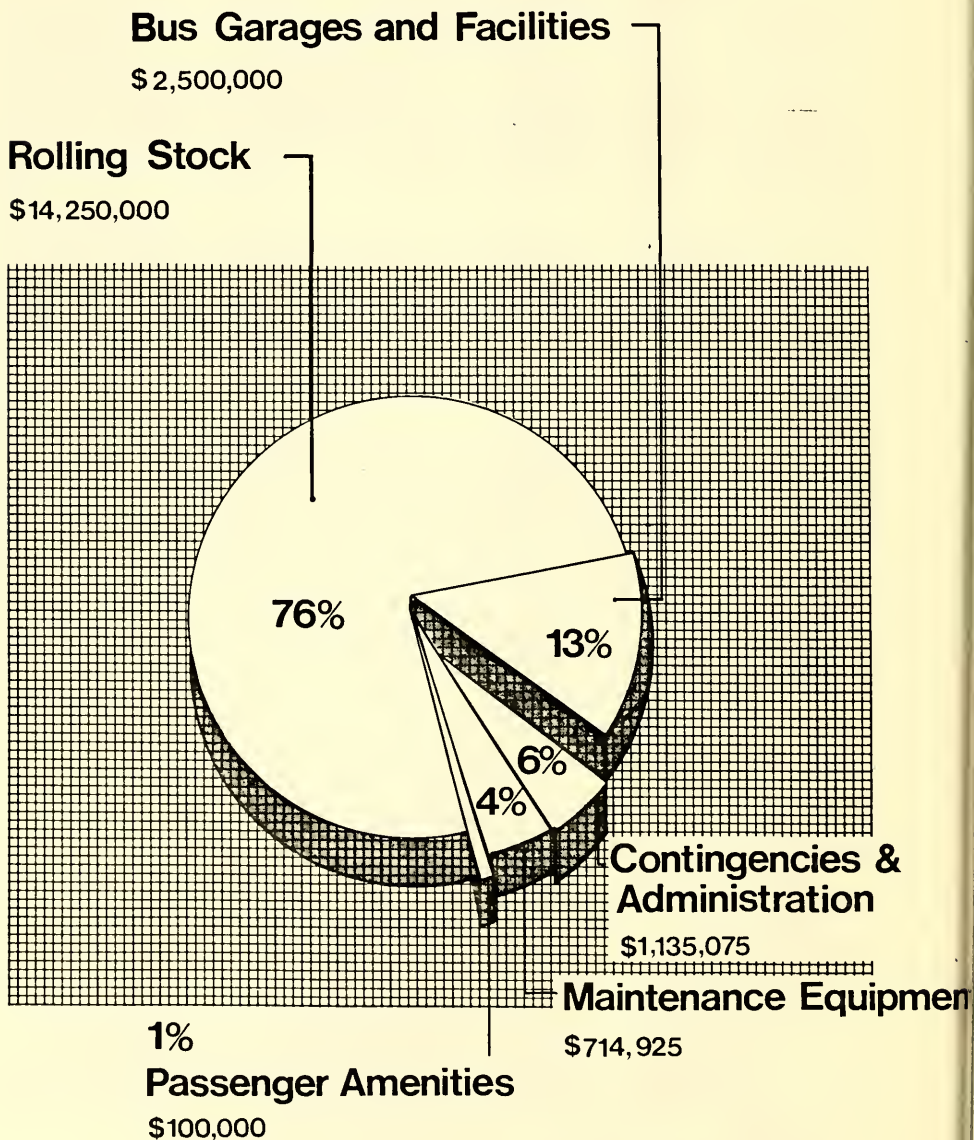
1987 PACE CAPITAL BUDGET

<u>Project Element #</u>	<u>Project Description</u>	<u>Amount</u>
<u>Bus Garages and Facilities</u>		
1491	Complete North Shore Garage Construction	<u>\$ 2,500,000</u>
	Subtotal	<u>\$ 2,500,000</u>
<u>Rolling Stock</u>		
1801	Purchase 85 Fixed Route Buses	\$12,750,000
1802	Purchase Associated Capital Items for Fixed Route and Paratransit Buses	<u>\$ 1,500,000</u>
	Subtotal	<u>\$14,250,000</u>
<u>Maintenance Equipment</u>		
1803	Purchase Maintenance Equipment--Chicago	\$ 395,300
1804	Purchase Maintenance Equipment--Aurora	34,075
1805	Purchase Maintenance Equipment--Joliet	135,550
1806	Purchase 15 Supervisory Vehicles	<u>150,000</u>
	Subtotal	<u>\$ 714,925</u>
<u>Passenger Amenities</u>		
1807	Purchase 5000 Bus Stop Signs	<u>\$ 100,000</u>
	Subtotal	<u>\$ 100,000</u>
	TOTAL	<u>\$17,564,925</u>
	Contingencies/Administration	<u>\$ 1,135,075</u>
	GRAND TOTAL	<u>\$18,700,000</u> <u>=====</u>

PACE 1987-91 CAPITAL PROGRAM

<u>PROJECT ELEMENT #</u>	<u>PROJECT DESCRIPTION</u>	<u>PREVIOUSLY FUNDED</u>	<u>1987</u>	<u>1988</u>	<u>1989-91</u>	<u>TOTAL</u>
<u>Bus Garages and Facilities</u>						
1491	North Shore Garage	\$ 4,612,380	\$ 2,500,000	\$ -0-	\$ -0-	\$ 7,112,380
1631	Northwest Cook Garage	2,475,000	-0-	3,000,000	-0-	5,475,000
1476	Aurora Bus Garage	790,000	-0-	1,000,000	-0-	1,790,000
	Central Maintenance Facility	-0-	-0-	-0-	12,500,000	12,500,000
	SUBTOTAL	\$ 7,877,380	\$ 2,500,000	\$ 4,000,000	\$ 12,500,000	\$ 26,877,380
<u>Rolling Stock</u>						
1801	424 Fixed Route Buses	\$ -0-	\$ 12,750,000	\$ 15,000,000	\$ 35,850,000	\$ 63,600,000
	149 Paratransit Vehicles	-0-	-0-	4,350,000	3,100,000	7,450,000
1802	Associated Capital	-0-	1,500,000	3,000,000	12,000,000	16,500,000
	SUBTOTAL	\$ -0-	\$ 14,250,000	\$ 22,350,000	\$ 50,950,000	\$ 87,550,000
<u>Maintenance Equipment</u>						
1803	Maintenance Equipment - Chicago UZA	\$ -0-	\$ 395,300	\$ 500,000	\$ 1,500,000	\$ 2,395,300
1804	Maintenance Equipment - Aurora UZA	-0-	34,075	75,000	195,000	304,075
1805	Maintenance Equipment - Joliet UZA	-0-	135,550	75,000	195,000	405,550
	Maintenance Equipment- Elgin UZA	-0-	-0-	75,000	225,000	300,000
1806	32 Supervisory Vehicles	-0-	150,000	-0-	170,000	320,000
	Office Equipment	-0-	-0-	150,000	450,000	600,000
	SUBTOTAL	\$ -0-	\$ 714,925	\$ 875,000	\$ 2,735,000	\$ 4,324,925
<u>Passenger Amenities</u>						
1807	45,000 Bus Stop Signs	\$ -0-	\$ 100,000	\$ 530,000	\$ 990,000	\$ 1,620,000
	200 Passenger Shelters	-0-	-0-	150,000	450,000	600,000
	Bus turnarounds	-0-	-0-	150,000	450,000	600,000
	SUBTOTAL	\$ -0-	\$ 100,000	\$ 830,000	\$ 1,890,000	\$ 2,820,000
	SUBTOTALS	\$ 7,877,380	\$ 17,564,925	\$ 28,055,000	\$ 68,075,000	\$ 121,572,305
	Contingencies/Administration	\$ -0-	\$ 1,135,075	\$ 3,366,000	\$ 8,169,000	\$ 12,670,075
	TOTAL	\$ 7,877,380	\$ 18,700,000	\$ 31,421,000	\$ 76,244,000	\$ 134,242,380

1987 Capital Program



PACE 1987-91 CAPITAL PROGRAM

CATEGORY: Garage Facility

PROJECT ELEMENT

1491 - North Shore Garage Facility Construction

TOTAL ESTIMATED 1987 COST: \$2,500,000

LOCATION

2424 Oakton Street, Evanston, Illinois

PROJECT ELEMENT DESCRIPTION

Pace has located and purchased a site at the above address that will be used as a north suburban garage facility. The NORTRAN garage is severely overcrowded and this facility will handle the space needs of approximately 50 buses currently located at the NORTRAN garage.

The property consists of a 58,000 square foot one-story metal clad crane building on a site containing 422,708 square feet or 9.7 acres. Design and engineering costs in the amount of \$450,000 have been granted and are scheduled to be completed in early 1987. Appraisal services and force account have been funded in the amount of \$20,000. Partial construction costs in the amount of \$1,322,380 have also been granted. A grant to complete construction was applied for in 1986 but is uncertain at this time. Thus, if 1986 funds are not available, this 1987 grant would complete construction. If the 1986 grant is approved, this application will not be necessary.

A breakdown of the costs included within the construction budget follows:

- Modifications to existing building	\$ 447,380
- Bus washer system	150,000
- Plumbing, mechanical and electrical systems	1,425,000
- Site improvements, including pavement for parking	1,300,000
- Maintenance equipment	<u>500,000</u>
	\$3,822,380

PACE 1987-91 CAPITAL PROGRAM

PROJECT ELEMENT

1491 - (Cont.)

1987 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ -0-
Land Acquisition	-0-
Contract Construction	<u>2,500,000</u>
TOTAL ESTIMATED COST	<u>\$2,500,000</u> =====

FUNDING SCHEDULE

Previously Funded	\$4,612,380
1986	-0-
1987	2,500,000
1988	-0-
1989-1991	<u>-0-</u>
TOTAL ESTIMATED COST	<u>\$7,112,380</u> =====

PACE 1987-91 CAPITAL PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1801 - Purchase up to 85 fixed route buses

TOTAL ESTIMATED 1987 COST: \$12,750,000

LOCATION

The Suburban Metropolitan Area

PROJECT ELEMENT DESCRIPTION

This project involves the replacement of 85 fixed route transit buses. Pace will replace 30 GMC's which will be over twelve years old at the time of replacement. In addition, 55 Grumman Flexibles will be retired early, given severe maintenance problems.

Attached is the Pace Bus Rolling Stock Report, September, 1986, which discusses current bus inventories, service demands and bus replacement needs. It should be emphasized that if additional funds were available, up to 282 buses would be scheduled for replacement in 1987. Given the scarcity of capital funds projected at this time, Scenario 2 in Tables 4 and 5 is included in this project element. (Also assumed in this scenario, although the source of funds is unknown at this time, is the rehabilitation of 49 GMC's at a cost of \$980,000 and payback to the funding agencies for early retirement of Grummans at a cost of \$1,272,000.) Other funding scenarios are shown in the event that additional funds are available.

PACE 1987-91 CAPITAL PROGRAM

PROJECT ELEMENT

1801 - (Cont.)

1987 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ -0-
Contract Purchases	12,750,000
Contract Construction	<u>-0-</u>
TOTAL ESTIMATED COST	<u>\$12,750,000</u> <u>=====</u>

FUNDING SCHEDULE

Previously Funded	\$ -0-
1986	-0-
1987	12,750,000
1988	15,000,000
1989-1991	<u>35,850,000</u>
TOTAL ESTIMATED COST	<u>\$63,600,000</u> <u>=====</u>

PACE BUS ROLLING STOCK REPORT
SEPTEMBER, 1986

OBJECTIVE

The purpose of this report is to project the Pace bus rolling stock requirements for the years 1987-1991. In the past, this was done by comparing the supply of buses over the years (given a 12 year service life) and the demand for replacement, new and spare vehicles. It has now become more complicated, given the rapidly deteriorating condition of the 203 Grumman Flexibles purchased in 1979. Given the tremendous expense in rehabilitating these vehicles, it is more cost effective to retire them before the normal 12 year life.

CURRENT FLEET INVENTORY

A list of the current bus fleet is attached (Table 1). As can be seen by the inventory, there are 533 buses with remaining useful life. It should be noted that 40 GMC's purchased in 1973 were totally rehabilitated in 1982. Therefore, they are slated for retirement in 1990. The average age of the fleet in 1987 will be 7.3 years and the median age will be 8 years. (This assumes a 3 year life extension of 78 GMC's.) The majority of the fleet was purchased in 1976 and 1979. Given the usual 12 years life of a bus, the fleet is aging. The average and median fleet age would be 6 years old in an equal replacement distribution. It should be noted that 78 GMC's which were purchased in 1975 and 1976 have been rehabilitated to extend their useful life by 3 years. On the other hand, if the useful life of the 203 Grummans were assumed to be 11 years, the average age of the fleet would be 8.5 years and the median age of the fleet would be 11 years.

VEHICLE DEMAND

Table 2 shows the vehicle requirements given 1986 existing service. Table 3 includes 1986 existing service plus projected new and improved service to arrive at projected 1987-1991 vehicle requirements.

The maximum vehicles available are set by UMTA at peak vehicle requirements plus 20% spare ratio. In some individual cases, the spare ratio may be higher or lower than 20%. However, the total number of spare buses system-wide is 20% of the total peak vehicle requirement.

VEHICLE REQUIREMENTS

Table 1 shows the current suburban bus fleet that is 12 years old or less and their retirement dates (based on a 12 year life). Buses are programmed for replacement one year before the retirement date to allow for the lag time in actually receiving the new buses. Table 3 shows the fleet and specifies the age in terms of either less than 7 years old or 7-11 years old between 1987 and 1991.

The demand is determined by starting with the current fleet requirements in 1986 as seen in Table 2. New and improved services in 1986 and 1987 are expected to result in the addition of 17 buses, bringing the peak vehicle requirement to 501 in 1987. After that, a moderate increase in service is assumed. Thus, the total demand per year can be seen in Table 3.

Next, the total supply of buses is compared to the total fleet demand. If the total demand is larger than the fleet supply, new bus purchases are required. According to this method, the requirements between 1987 and 1991 are 79, 6, 74, 259 and 6 respectively. It should be noted that 92 buses are scheduled to be received in 1986 and 1987. These vehicles are included in Table 1 "Suburban Bus Fleet". By 1991, almost the entire current fleet will be scheduled for replacement. There would be no need for replacement buses again until 1996 when the 1984 Chance vehicles would be replaced. It is probably premature to estimate new or improved service beyond 1991.

REPLACEMENT STRATEGIES

There are different philosophies practiced in the replacement of transit buses. The first strategy is to replace buses as they reach 12 years of age. This has been practiced in the past by the RTA. The effect was to purchase large numbers of buses at one time in order to make up for past deficiencies. Another strategy is to equalize bus purchases. This can mean purchasing smaller quantities of buses every year, every two years, or every three years.

Each of these philosophies has its advantages and disadvantages. Experience with the 205 Grumman Flxibles has taught us that there can be serious problems with a large fleet purchase. In the case of the Grummans, serious structural problems developed almost immediately which kept the buses out of service. We are now having maintenance problems with the buses. Large numbers of the Grummans are experiencing component failures at the same time. This puts a serious strain on the maintenance department. On the other hand, we were able to get a lower purchase price for these buses because of the large purchase order.

Advantages of spreading out bus purchases are that it is easier to assimilate a small number of buses into the fleet at one time. Also, there is less strain on the maintenance department. Disadvantages are that the operator may pay a premium price for a small purchase or may have trouble attracting bids at all. Another problem may be that by spreading out the purchase, the supply and demand will not always be equal. This would result in either too many or not enough buses in some years.

CURRENT SITUATION

Due to the extensive structural and mechanical problems experienced with the 203 Grumman Model 870's, Pace faces the dilemma of not having enough vehicles to provide service. Lack of adequate capital funds further complicates this situation.

In order to determine the extent of the problems with these buses, the rehabilitation of four vehicles was contracted with an outside vendor. The estimates to complete this work came in at over \$40,000 per vehicle. All four of the buses needed major structural, body and mechanical work. It was hoped that this rehabilitation work would enable the Grummans to remain in revenue service until at least their normal retirement date in 1991. However, given the severity of the structural problems, it is unlikely that a \$40,000 investment in each bus would guarantee even a normal useful life. There are presently 25 Grummans which need major rehabilitation work similar to that described above, and the remaining fleet is deteriorating rapidly.

In order to offset the problems with the Grummans, Pace is hoping to extend the life of a portion of the aging GMC's. A contract with an outside vendor for bulkhead and body work for 78 GMC's is now in effect. These repairs are expected to extend the life expectancy of each vehicle by 3-5 years. This work is expected to cost \$10,000 - \$20,000 per vehicle.

A detailed cost, structural and mechanical analysis of the Pace fleet is scheduled to be completed by an outside consultant in 1987. Given the current Capital Program cycle and the need for immediate solutions to the problem, four potential scenarios for early Grumman retirement are included in Table 3. All of these scenarios include "Payback to Funding Agencies for Early Retirement" which is the assumed value of the buses, given a twelve year depreciation schedule, that must be returned to the funding agencies. Scenarios 1 and 2 spread out the bus purchases to the greatest extent which would allow for a smoothed out purchase cycle over five years (including 1985). Scenario 1 uses the resources of Pace advantageously in purchasing, inspecting

new vehicles, maintenance and spreading out subsequent capital purchases. The disadvantage of this alternative is that there is a very strong possibility that many of the Grummans may not remain in revenue service for this entire cycle as scheduled.

Scenario 2 allows for the early retirement of 55 Grummans in 1987 and a fairly even distribution over the next four years. The advantages of this alternative are that the total costs in 1987 are less than the other alternatives and Pace realizes the benefits of a fairly even bus distribution over five years. The disadvantages are that we are uncertain whether 49 more GMC's can be rehabilitated to extend their life by 3 years. The uncertainty of the remaining life of the Grummans is another factor.

Scenario 3 allows for the early retirement of all of the Grummans in 1987. The advantage of this alternative is the guarantee of a continuing smooth operation without the ongoing maintenance problems associated with the Grummans. The disadvantages are the enormous cost requirements in 1987 and continuing the practice of one large bus order with all of the associated problems.

Scenario 4 allows for the early retirement of one-half of the Grummans in 1987 and the rest in 1988. The advantages of this alternative are the removal of all the Grummans from service in their ninth or tenth year. This alternative also allows for the purchase of buses over a five year period, however not as evenly distributed as alternatives 1 and 2. The corresponding costs for each alternative are included in Table 5.

Table 5 shows a breakdown of the yearly costs by scenario and a five year total cost. The table is done in constant dollars. The difference in scenario costs over 5 years is fairly insignificant. However, alternative 2 represents the lowest 1987 costs and a fairly even distribution of funds over four years of the program. Scenario 3 represents the highest 1987 expenditures.

TABLE 1

SUBURBAN BUS FLEET

<u>MANUFACTURER</u>	<u>YEAR</u>	<u>VEHICLE # (QUANTITY) *</u>	<u>RETIREMENT YEAR (BASED ON 12 YEARS)</u>
GMC	1973	701-755 (40) Rehabbed in '82	1990
GMC	1975	401-474 (28) Rehab in '86	1990
FLX	1976	761-766 (6)	1988
GMC	1976	8000-8155 (105)	1988
GMC	1976	(50) Rehab in '86	1991
FLX	1979	8301-8405 (104)	1991
FLX	1979	8201-8300 (99)	1991
FLX	1982	(1)	1993
CHANCE	1984	1901-1908 (8)	1996
Gillig	1986	(20) (Scheduled for delivery 11/86)	1998
1986 Grant	1987	(72) (Scheduled for bid & delivery in 1987)	1999
	TOTAL	533 ===	

PROGRAMMED RETIREMENT**

Buses scheduled for retirement:

1987	111	1990	253
1988	0	1991	0
1989	68	1992	0

* The following buses have been destroyed: 8213, 8312, 8007

** Replacement buses are normally programmed 1 year in advance of retirement in order to compensate for the minimum one year lag time between programming, grant application/approval, bidding and receiving the vehicle.

TABLE 2

1986 SUBURBAN BUS REQUIREMENTS

<u>CARRIER</u>	<u>PEAK JANUARY 1986</u>	<u>SPARE REQUIREMENTS</u>	<u>TOTAL REQUIREMENTS</u>
Aurora	17	4	21
Elgin	19	4	23
Joliet	33	5	38
Niles	8	0	8
Nortran	105	17	122
South Division	56	14	70
Southwest Division	28	6	34
North Division	21	5	26
West Division	79	15	94
Wilmette	13	3	16
Highland Park	4	2	6
Contract Carriers	21	5	26
 TOTAL	 404	 80	 484

TABLE 3

1987-1991 PROJECTED BUS REQUIREMENTS
Assuming a 12 Year Vehicle Life

<u>DEMAND</u>	'87	'88	'89	'90	'91
Peak Vehicle Requirements (Includes Spares)	501	507	513	519	525
 <u>SUPPLY</u>					
0 - 6 Years	101	180	186	259	518
7 - 11 Years	<u>321*</u>	<u>321*</u>	<u>253</u>	<u>1</u>	<u>1</u>
TOTAL	422	501	439	260	519
 <u>REQUIRED BUS PURCHASES</u>					
Total Demand less					
Total Supply	<u>79</u>	<u>6</u>	<u>74</u>	<u>259</u>	<u>6</u>

*Includes 40 rehabilitated CSSMTD Vehicles.

TABLE 4

PROGRAMMED NEW AND REPLACEMENT VEHICLE SCENARIOS*

Scenario	1987	1988	1989	1990	1991	TOTAL
1. Assumes the early retirement of Grummans spread out over 4 years and 12 year cycle for other bus types.						
New/Replacement Buses	134	100	100	84	6	424
(# of Grummans included above)	(55)	(94)	(26)	(28)	(0)	(203)
2. Assumes the early retirement of Grummans spread over 4 years and the continued rehabilitation of GMC's in 1987.						
Rehabbed GMC's	49	0	0	0	0	49
New/Replacement Buses	85	100	100	133	6	424
(# of Grummans included above)	(55)	(94)	(26)	(28)	(0)	(203)
3. Assumes the retirement of all Grummans in 1987 and 12 year cycle for other types.						
New/Replacement Buses	282	6	74	56	6	424
(# of Grummans included above)	(203)	(0)	(0)	(0)	(0)	(203)
4. Assumes the early retirement of the Grummans in 1987 and 1988 and 12 year cycle for other bus types.						
New/Replacement Buses	181	107	74	56	6	424
(# of Grummans included above)	(102)	(101)	(0)	(0)	(0)	(203)

* The years correspond to the year the vehicles are programmed for purchase which is one year before their actual retirement.

TABLE 5

COST (\$000'S) OF BUS PURCHASE ALTERNATIVES

	1987	1988	1989	1990	1991	TOTAL
1. Early retirement of Grumman over 4 years and 12 year cycle for other bus types.						
- Capital Cost	20,100	15,000	15,000	12,600	900	63,600
- Payback to Funding Agencies for early retirement	1,272	1,449	200	0	0	2,921
- TOTAL	21,372	16,449	15,200	12,600	900	66,521
2. Early retirement of Grumman over 4 years rehabbing GMC's in 1987, and 12 year cycle for other bus types.						
- Rehab GMC's	980	0	0	0	0	980
- Capital Cost	12,750	15,000	15,000	19,950	900	63,600
- Payback to Funding Agencies for early retirement	1,272	1,449	200	0	0	2,921
- TOTAL	15,002	16,449	15,200	19,950	900	67,501
3. Early retirement of all Grumman in 1987 and 12 year cycle for other bus types.						
- Capital Cost	42,300	900	11,100	8,400	900	63,600
- Payback to Funding Agencies for early retirement	4,694	0	0	0	0	4,694
- TOTAL	46,994	900	11,100	8,400	900	68,294
4. Early retirement of Grumman in 1987 and 1988 and 12 year cycle for other bus types.						
- Capital Cost	27,150	16,050	11,100	8,400	900	63,600
- Payback to Funding Agencies for early retirement	2,359	1,557	0	0	0	3,916
- TOTAL	29,509	17,607	11,100	8,400	900	67,516

†

PACE 1987-91 CAPITAL PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1802 - Associated Capital

TOTAL ESTIMATED 1987 COST: \$1,500,000

LOCATION

Suburban Metropolitan Area

PROJECT ELEMENT DESCRIPTION

Items included in this project are:

- Diesel engines
- Transmissions
- Differentials
- Air conditioning compressors
- Farebox components
- Radio components
- Destination sign components
- Paratransit vehicle engines and transmissions

All of these components will be purchased consistent with a preventive maintenance program. A major benefit of this program is higher equipment performance and improved reliability of service. This system also encourages an orderly operation in which the buses are removed from service for planned maintenance. This reduces unplanned bus breakdowns which can result in missed runs and late service. In comparing the total costs involved in each type of maintenance philosophy, preventive maintenance is generally a more cost-effective approach.

PACE 1987-91 CAPITAL PROGRAM

PROJECT ELEMENT

1802 - (Cont.)

1987 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ -0-
Contract Purchases	1,500,000
Contract Construction	<u>-0-</u>
TOTAL ESTIMATED COST	<u>\$1,500,000</u> <u>=====</u>

FUNDING SCHEDULE

Previously Funded	\$ -0-
1986	-0-
1987	1,500,000
1988	3,000,000
1989-1991	<u>12,000,000</u>
TOTAL ESTIMATED COST	<u>\$16,500,000</u> <u>=====</u>

PACE 1987-91 CAPITAL PROGRAM

CATEGORY: Maintenance Equipment

PROJECT ELEMENT

1803 - New and replacement maintenance equipment for carriers within the Chicago Urbanized Area (UZA)

TOTAL ESTIMATED 1987 COST: \$395,300

LOCATION

Five locations in the Pace Suburban Bus Service Area as follows:

- 1) NORTRAN (North Suburban Mass Transit District),
900 E. Northwest Highway, Des Plaines, IL 60017
- 2) Pace North Division, 1400 W. 10th Street,
Waukegan, IL 60085
- 3) Pace South Division, 450 W. Taft Drive, South
Holland, IL 60473
- 4) Pace Southwest Division, 5800 W. 95th Street, Oak
Lawn, IL 60453
- 5) Village of Niles, 7601 Milwaukee Avenue, Niles, IL
60648

PROJECT ELEMENT DESCRIPTION

An itemization of the maintenance equipment needs and costs by carrier within the Chicago UZA follows. An "N" signifies a new piece of equipment. An "R" means that the item is replacing an inoperable, inadequate or obsolete piece of equipment.

NORTRAN

<u>Description</u>	<u>Total Cost</u>	<u>New or Replacement</u>
3 Air conditioning charging stations	\$ 5,400	1R, 2N
1 Pallet jack for moving large inventory items	4,000	N
1 Tow truck power plant	3,000	R
Resurface parking area adjacent to NORTRAN Garage (50,400 sq. yards) with reinforced concrete	<u>225,000</u>	R
Subtotal	<u>\$237,400</u>	

PACE 1987-91 CAPITAL PROGRAM

PROJECT ELEMENT

1803 - (Cont.)

PACE NORTH DIVISION

<u>Description</u>	<u>Total Cost</u>	<u>New or Replacement</u>
1 VCR with stand and monitor for safety and other training films	\$ 1,000	N
2 Sets portable hoists and matching jack stands for lifting buses	34,000	R
1 Large parts cleaning tank for cleaning large bus parts	<u>900</u>	R
Subtotal	<u>\$35,900</u>	

PACE SOUTH DIVISION

<u>Description</u>	<u>Total Cost</u>	<u>New or Replacement</u>
3 Sets of portable hoists and matching jack stands for lifting buses	\$51,000	R
1 Heavy duty torque multiplying wrench	600	N
1 Heavy duty 1/2" angle drive electric drill	500	N
1 Ten-ton Portapower rescue	1,000	N
1 One-ton service vehicle	25,000	R
1 Welding torch set for bus metal work	400	R
1 One-inch heavy duty industrial type air operated impact wrench	800	R
2 Ten-ton air hydraulic floor jacks	3,000	R
7 Heavy duty work benches with vises	<u>4,400</u>	N
Subtotal	<u>\$86,700</u>	

PACE SOUTHWEST DIVISION

<u>Description</u>	<u>Total Cost</u>	<u>New or Replacement</u>
1 One-ton service vehicle	\$25,000	N
1 Hydraulic wheel remover	<u>800</u>	R
Subtotal	<u>\$25,800</u>	

PACE 1987-91 CAPITAL PROGRAM

PROJECT ELEMENT

1803 - (Cont.)

NILES

<u>Description</u>	<u>Total Cost</u>	<u>New or Replacement</u>
1 Underbody spray wash system to complement the bus washer and clean bus underbody	\$ 6,000	N
1 MIG TIG welder for repairing metal bus panels	<u>3,500</u>	N
Subtotal	<u>\$ 9,500</u>	
Subtotals	<u>\$395,300</u> =====	

1987 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ -0-
Contract Purchases	395,300
Contract Construction	<u>-0-</u>
TOTAL ESTIMATED COST	<u>\$ 395,300</u> =====

FUNDING SCHEDULE

Previously Funded	\$ -0-
1986	-0-
1987	395,300
1988	500,000
1989-1991	<u>1,500,000</u>
TOTAL ESTIMATED COST	<u>\$ 2,395,300</u> =====

PACE 1987-91 CAPITAL PROGRAM

CATEGORY: Maintenance Equipment

PROJECT ELEMENT

1804 - New and replacement maintenance equipment for the
Aurora Urbanized Area (UZA)

TOTAL ESTIMATED 1987 COST: \$34,075

LOCATION

Aurora Transit System, 44 E. Downer Street, Aurora, Illinois
60507

PROJECT ELEMENT DESCRIPTION

An itemization of the maintenance equipment needs and costs for the Aurora Transit System follows. An "N" signifies a new piece of equipment. An "R" means that the item is replacing an inoperable, inadequate or obsolete piece of equipment.

<u>Description</u>	<u>Total Cost</u>	<u>New or Replacement</u>
2 Heavy duty work benches with grinders	\$ 1,200	N
1 Multi battery charging station	1,500	N
1 Floor scrubber	27,000	R
1 Hydraulic wheel dolly	1,500	N
3 Waste oil receptacles	1,125	N
1 Pallet truck	850	N
1 Decelerometer (brake tester)	900	N
Subtotal	<u>\$34,075</u>	

PACE 1987-91 CAPITAL PROGRAM

PROJECT ELEMENT

1804 - (Cont.)

1987 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ -0-
Contract Purchases	34,075
Contract Construction	<u>-0-</u>
TOTAL ESTIMATED COST	\$ 34,075 =====

FUNDING SCHEDULE

Previously Funded	\$ -0-
1986	-0-
1987	34,075
1988	75,000
1989-1991	<u>195,000</u>
TOTAL ESTIMATED COST	\$304,075 =====

PACE 1987-91 CAPITAL PROGRAM

CATEGORY: Maintenance Equipment

PROJECT ELEMENT

1805 - New and replacement maintenance equipment for the Joliet Urbanized Area (UZA)

TOTAL ESTIMATED 1987 COST: \$147,550

LOCATION

Joliet Mass Transit District, 9 Osgood Street, Joliet, IL 60433

PROJECT ELEMENT DESCRIPTION

A list of the maintenance items necessary to support the Joliet bus system follows. An "N" signifies a new piece of equipment. An "R" means that the item is replacing an inoperable, inadequate or obsolete piece of equipment.

<u>Description</u>	<u>Total Cost</u>	<u>New or Replacement</u>
1 One-ton pickup truck with dump box and snow plow	\$ 25,000	R
1 Twenty-four foot self-propelled vertical lift platform for use in maintaining the garage -- especially the upper regions of the facility	24,000	N
1 Hydraulic pallet truck	1,000	R
2 Ten-ton hydraulic floor jacks for lifting buses	4,000	R
8 Heavy duty shop work benches	4,800	N
1 Small parts washer with agitator for cleaning small bus parts	750	R
1 Complete mobile puller set	9,000	N
1 Cyclone cleaner for cleaning inside of bus	60,000	N
1 Set of 1" industrial finish impact sockets 3/4" through 3"	2,000	R
1 Set of 3/4" industrial finish impact sockets 9/16" through 2-3/8"	600	R
1 Twenty gallon, 2 horsepower wet and dry vacuum with cart and attachments	500	N
1 Large parts cleaning tank for cleaning large bus parts	900	R

PACE 1987-91 CAPITAL PROGRAM

PROJECT ELEMENT

1805 - (Cont.)

<u>Description (Cont.)</u>	<u>Total Cost (Cont.)</u>	<u>New or Replacement (Cont.)</u>
1 Set ultraviolet magnaflux equipment to check for cracks in metal	500	N
1 Air conditioning charging station	1,500	N
1 VCR with monitor for use in pre- senting safety and other instructive films to garage personnel	<u>1,000</u>	N
Subtotal	<u>\$135,550</u>	

1987 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ -0-
Contract Purchases	135,550
Contract Construction	<u>-0-</u>
TOTAL ESTIMATED COST	<u>\$ 135,550</u> =====

FUNDING SCHEDULE

Previously Funded	\$ -0-
1986	-0-
1987	135,550
1988	75,000
1989-1991	<u>195,000</u>
TOTAL ESTIMATED COST	<u>\$ 405,550</u> =====

PACE 1987-91 CAPITAL PROGRAM

CATEGORY: Maintenance Equipment

PROJECT ELEMENT

1806 - New and replacement supervisory vehicles

TOTAL ESTIMATED 1987 COST:

LOCATION

Suburban metropolitan area

PROJECT ELEMENT DESCRIPTION

This project includes the replacement of up to fourteen supervisory vehicles and the purchase of one new supervisory vehicle. The purpose of these vehicles is to allow Pace supervisory staff and subsidized carriers to monitor their operations. Vehicles are replaced after five years. The new vehicle will be used by the Joliet Safety Supervisor.

1987 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ -0-
Contract Purchases	150,000
Contract Construction	<u>-0-</u>
TOTAL ESTIMATED COST	\$150,000 =====

FUNDING SCHEDULE

Previously Funded	\$ -0-
1986	-0-
1987	150,000
1988	-0-
1989-1991	<u>170,000</u>
TOTAL ESTIMATED COST	\$320,000 =====

PACE 1987-91 CAPITAL PROGRAM

CATEGORY: Passenger Amenities

PROJECT ELEMENT

1807 - Purchase and installation of up to 5,000 bus stop signs

TOTAL ESTIMATED 1987 COST: \$100,000

LOCATION

Suburban Metropolitan Area

PROJECT ELEMENT DESCRIPTION

The purchase and installation of bus stop signs is an integral part of the suburban bus program. The purpose of these signs is to inform passengers of the bus stop locations, route configuration and any other pertinent information. The signs will provide a clear and consistent display of information for suburban bus riders. They are an important element of the Pace marketing program.

The signs to be purchased and installed are of two types: generic and route specific. The signs are designed so that the generic blank can be converted to a route specific sign where appropriate. A decal with route information can be placed on the blank to transform a generic sign into a route specific sign. A variety of information can be incorporated on the decal, including one or more route numbers, a narrative description of the route(s), a route map, and the hours of operation. The decals can be replaced or removed to reflect service changes.

PACE 1987-91 CAPITAL PROGRAM

PROJECT ELEMENT

1807 - (Cont.)

1987 FUNDING

<u>ACTIVITY</u>	<u>COST</u>
Contract Engineering	\$ -0-
Contract Purchases	100,000
Contract Construction	<u>-0-</u>
TOTAL ESTIMATED COST	\$ 100,000 =====

FUNDING SCHEDULE

Previously Funded	\$ -0-
1986	-0-
1987	100,000
1988	530,000
1989-1991	<u>990,000</u>
TOTAL ESTIMATED COST	\$ 1,620,000 =====

DPT Library

Location/Subject Category

Regional Authorities/Programs